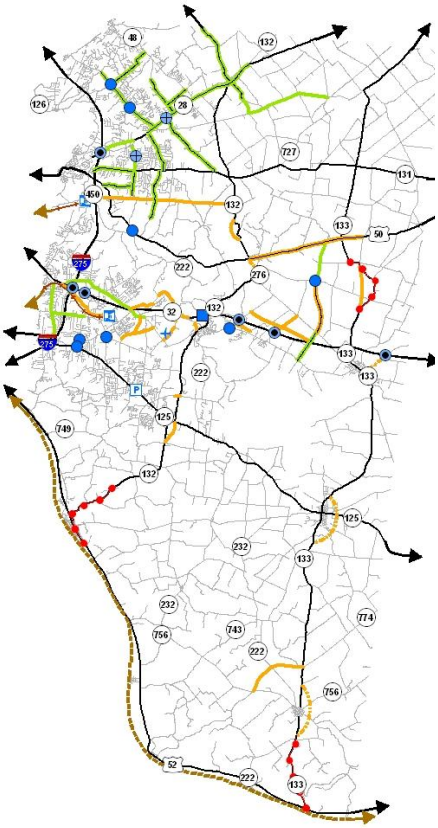
The Official Clermont County 2006 Thoroughfare Plan Update: *ACCESS CLERMONT*



The Clermont County
Department of Community Planning and Development
2275 Bauer Road
Batavia, Ohio 45103

Full color text of *Access Clermont* is available on the web at:
www.co.clermont.oh.us/planning

Adopted by the Clermont County Planning Commission
April 25, 2006

Revised: November 24, 2009
Revised: May 25, 2010

The Official Clermont County 2006
Thoroughfare Plan Update
ACCESS CLERMONT

REVISIONS

November 24, 2009……. Roadway Functional Classification amendment

May 25, 2010…… Clermont County Transportation Improvement District Projects added

The 2006
Clermont County Planning Commission

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Clermont County Board of Commissioners

Robert L. Proud, Vice President
Clermont County Board of Commissioners

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The Standing Thoroughfare Plan
Advisory Committee

Community Advisors

Richard Hoffman	Realtor/Developer
Ed Humphrey	Clermont Co. Township Association
Roger Maham	Clermont County Planning Commission
Patrick Manger	Clermont County Engineer
David Spinney	Clermont County Commissioners
Matthew Van Sant	Clermont Chamber of Commerce
Doug Walker	Community Investment Corporation

Technical Advisors

Tim Hershner	Clermont County Planning Supervisor
Andrew Johns	OKI Transportation Planner
Andrew Kuchta	Economic Development Director
Karl Schultz	Clermont County Planning Commission
Craig Stephenson	Chief Deputy County Engineer
Steve Wharton	Eastern Corridor Project
Thomas Yeager	Director of Utilities

EXECUTIVE SUMMARY

- The vision for The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* is to create unified opportunities that will provide for the safe, efficient, and cost effective movement of people and goods, while protecting and enhancing economic development and the quality of life in Clermont County.

- The goals and improvement strategies used in The Official Clermont County Thoroughfare 2006 Plan Update: *Access Clermont* reflect a shift from traditional *thoroughfare planning* that focuses solely on roadway expansion and maintenance initiatives to a more comprehensive *transportation planning* approach that brings together a variety of transportation options.

- The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* uses five specific building blocks to construct a multi-modal, county-wide transportation network. These include roadways, fixed-route transit, demand-responsive paratransit services, bicycle and pedestrian opportunities, and a set of strategies that maximize the performance of existing roadway and transit opportunities.

- Five countywide goals based on local community perspectives on transportation issues and potential improvements serve as the foundation for program objectives and improvement strategies of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont*.

- Formulation of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* is based on a four-step planning process. Guiding this process were the experiences and skills of a Community Advisory Committee made up of government and business leaders and a Technical Advisory Committee of professional engineers, land use and transportation planners, economic development, and public utility professionals.

- A "Community Perspectives Project List" of 149 specific transportation improvements and 7 county-wide initiatives were established by local elected government officials, administrators and interested residents. Their improvement perspectives as well as projects included in locally adopted land use and growth management plans were evaluated and classified using a "four-tiered" implementation time frame.

- The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* recommends that Functional Classifications for the Clermont County road network be revised to effectively support subdivision review decisions and the application of access management design standards.

- The collaboration between local governments, county departments and the business community has guided and supported the development of The Official Clermont County 2006 Thoroughfare Plan Update Plan: *Access Clermont*. It is essential that this collaborative effort continue and grow to include a wider variety of opinions and program leadership skills.

This plan is only the beginning.
It sets the stage and a
framework for all
Clermont County communities
to work together in planning
for the future.

INTRODUCTION

Meeting the transportation demands of a growing community to move people and goods requires the creation of new travel alternatives along with methods of making what is already available work more efficiently. Building new highways to meet travel demand is a costly strategy that is not always the best solution to a transportation need. The purpose of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* is to create a multi-modal, inter-connected array of travel alternatives – highway, transit, paratransit, bicycle and pedestrian options – whose operations are enhanced through the collaborative effort of local governments, the business community and interested residents.

PREVIOUS THOROUGHFARE PLANS

In 1987, the Office of the Clermont County Engineer completed work on The Official Thoroughfare Plan. Through an analysis of traffic circulation patterns, thoroughfare hierarchies, pavement conditions and other factors, the Official Thoroughfare Plan in 1987 recommended a thoroughfare system of expressways, arterials and collector streets for the county. The plan also identified an extensive list of projects, phasing and implementation strategies.

In 1997, The Official Clermont County Thoroughfare Update: *Access Clermont* was completed by Woolpert LLC for the Office of the Clermont County Engineer. Improvement recommendations focused on the revision of the expressway, arterial and collector street classifications documented in the 1987 Plan. As a result of landmark changes in federal funding that provided state and local governments with greater program flexibility, the 1997 plan update included recommendations that marked a significant shift from traditional thoroughfare plan recommendations. The 1997 update included recommendations encouraging the expansion of public transit service, park-and-ride facilities and changes in County Subdivision Regulations to encourage better bicycle and pedestrian access.

THE 2006 UPDATE: AN EXPANDED FOCUS

The basic components of past Clermont County thoroughfare planning efforts - the identification of roadway hierarchies, the listing of specific improvement recommendations, and the consideration of alternative ways to move people and goods – have been significantly expanded in this 2006 plan update.

The goals and improvement strategies included in The Official Clermont County Thoroughfare 2006 Plan Update: *Access Clermont* reflects a shift from traditional *thoroughfare planning* that focuses on roadway expansion and maintenance initiatives to a more comprehensive *transportation planning* approach that integrates alternative transport modes and utilizes transportation system management techniques to maximize the performance of existing transportation facilities and services.

BACKGROUND

THE PLANNING PROCESS

Preparation of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* was accomplished using a four-step planning process. Guiding the process was the experiences and skills of a Community Advisory Committee made up of government and business leaders and a Technical Advisory Committee of professional engineers, land use and transportation planners, economic development professionals and a director of public utilities.

I. Vision Statement and Goals

Providing a framework for the planning process was this Vision Statement:

The Official Clermont County 2006 Thoroughfare Plan Update: Access Clermont will be a unified, multi-modal transportation plan which will provide for the safe, efficient, and cost effective movement of people and goods, while protecting and enhancing economic development and the quality of life in Clermont County.

Five countywide transportation improvement goals based on an analysis of local transportation perspectives identified through an extensive community-based information gathering effort serve as the underlying framework upon which the objectives and improvement strategies of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* are based.

Countywide Thoroughfare Plan Goals

- Maximize the performance and safety of existing roadway and public transit opportunities;
- Enhance economic development opportunities;
- Improve passenger transfer opportunities between private motor vehicles, public transit services, and bicycle and pedestrian facilities;
- Provide transportation opportunities to those dependent on public transit services;
- Protect the quality of residential life; and
- Promote transportation-friendly land development practices.

II. Assessment of Transportation Service Deficiencies and Limitations

The operating characteristics of Clermont County roadways, transit services, paratransit opportunities, bicycle and pedestrian facilities were inventoried and assessed. Service deficiencies and limitations for each of these transportation modes were identified providing a foundation for improvement recommendations outlined in The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont*.

III. Identification and Analysis of the Community Perspectives

Perspectives on transportation problems and potential solutions voiced by local elected officials and government administrators from every city, village and township in Clermont County have been summarized in Community Perspectives: Local Transportation Issues and Improvements to be Considered. In addition, 149 specific roadway improvements have been summarized in the "Community Perspectives Project List". Each of these projects was assessed using a weighted scoring method to identify those which have the greatest impact on improving transportation opportunities countywide and have the highest probability of being implemented.

COMMUNITY PERSPECTIVES PROJECT SCORING		
	Scoring Elements	**Points**
A	Financially programmed improvements	5
B	Protection/preservation of needed right-of-ways	5
C	Safety improvements addressing high traffic accident areas	5
D	Increased connectivity between interstate, principle arterials, minor arterials and major collector roadways	4
E	Increased vacant land accessibility	4
F	Major arterial/collector widening or intersection improvement	4
G	Public transit/paratransit service improvements	3
H	Park-and-ride improvements	3
I	New bicycle or pedestrian facilities	3
J	OKI long range transportation plan element	2
K	Local transportation plan/traffic study/corridor study element	2
L	Local land use/economic development/growth plan element	2
M	Realignment of local roadway intersections	1
N	Improved access management design and safety features	1
O	Increased connectivity between minor collector roadways	1

If the historic transportation funding pattern continues, it is estimated that approximately $239 million will be available for transportation projects across Clermont County between 2005 and 2025. This estimate represents less than 40% of the total dollars needed to finance all 149 projects and programs included in the Community Perspectives Project List.

Based on this reality, projects and programs with the highest Community Perspectives Project Scores were selected from the Community Perspectives Project List. These projects have the potential for having the greatest impact on improving transportation opportunities countywide and have the best chance of being completed. However, inclusion in this list is not a firm funding commitment and does not guarantee that a project will be built.

IV. Project Staging

Projects selected from the Community Perspectives Project List were evaluated and assigned to one of four implementation "tiers". Each tier defines the stage of planning and level of funding commitment that is associated with each project.

TIER I Projects that are in an advanced state of planning whose funds have been identified. Construction on these projects is expected to begin within the next five years.

TIER II These projects are in the conceptual stages of planning and development and are expected to advance toward implementation based on availability of funds. Construction of these projects is expected to begin within the next six to twenty years.

TIER III These are long-range projects that typically are complex to implement (fiscally, environmentally, etc.), and projects that are deemed necessary but as yet without an identified funding source.

TIER IV These are projects or concepts that are part of a visionary plan for Clermont County.

FORECASTED TRAVEL DEMAND

Each day in 2000, approximately 653,000 vehicle trips were generated in Clermont County. Less than one percent were public transit trips, with the remainder consisting of one or more persons making a trip in other vehicles. Vehicles traveled approximately 3.4 million miles on major roads and streets in the County every day.

In the year 2000, there were 66,013 households in Clermont County. The County's households are forecast to grow to 94,000 by the year 2025, an increase of 30% over the twenty year period. By the year 2025, the number of vehicle trips per day generated from growth in households is forecasted to increase by 29% to 930,000 trips. These increases reflect changes in travel characteristics across the country and in Clermont County. The increases in travel demand will result in higher daily traffic volumes on Clermont County roads and streets that go beyond the carrying capacity on many roadway segments.

COUNTRYWIDE SERVICE DEFICIENCIES

Roadway Deficiencies

A regional travel model run for Clermont County by the OKI Regional Council of Governments was used as a tool to assess the existing level of congestion on Clermont County's roadways and to forecast future levels of congestion. As described below, congestion can be measured in terms of Level of Service (LOS). The goal set for The Official Clermont County 2006 Thoroughfare Plan Update: Access Clermont is Level of Service D or better as a maximum level of congestion during peak hours on all Clermont County principle and minor arterials.

Level of Service (LOS) Categories Defined

A Free flow of traffic – no restrictions
B Minimum travel delays – stable traffic flow
C Some restrictions due to higher traffic volumes – not objectionable
D Restricted traffic flows during peak hours (6-9 am/4-6 pm)
E Significant traffic delays at all times
F Fully congested traffic conditions – traffic volume exceeds roadway design carrying capacity

As the Traffic Flow Conditions Map on page 10 illustrates, nearly all the peak hour congestion worse than LOS D occurred on the urbanized portions of Clermont County's roadway network along SR 28 in the City of Milford, Miami Township and Goshen Township; along SR 32 in Eastgate area of Union Township; and along SR 125 in Union Township and the Village of Amelia.

To assess future alternatives, a "no-build" scenario was analyzed. The Traffic Flow Conditions map on page 11 illustrates the effect of a "no-build" scenario. Traffic projected for the year 2025 was assigned to the network of existing facilities, plus committed projects (E+C) for which funds have already been allocated. As expected, the result of this analysis was extreme congestion in the future with most of the urbanized portion of the system experiencing peak hour congestion below LOS D. The improvements necessary to increase the roadway system capacity to accommodate future traffic at LOS D or better would be beyond the fiscal capacity of the County.

It is clear that Clermont County and its communities cannot build themselves out of congestion just with roadways. There is a need to expand all modes of transportation and develop a multi-modal transportation system that will, over the long run, provide realistic alternatives to the single occupancy vehicle (SOV) and encourage the use of alternatives by the traveling public.

COMMITTED ROADWAY PROJECTS		
Project	**Project Limits**	**Improvements**
SR 132	North of SR 749	Curve Relocation
IR 275	IR 275 / SR 32 Interchange	Interchange Modification
SR 131	SR 131 at Wolfpen Pleasant Hill Road	Two-way Left Turn Lanes
CR 21	Branch Hill at Loveland Miamiville	Intersection Improvement
US 50	US 50 at Wolfpen Pleasant Hill Road	Left Turn Lane
IR 275	SR 125 to Five Mile	Lane Addition
SR 125	SR 125 Intersection Cecilia -Huntsman	Turn Land and Traffic Signals

Transit Service Deficiencies

Fixed-route transit service is provided, on a limited basis, by the Southwest Ohio Regional Transit Authority (SORTA). Peak hour express bus service is offered to Clermont County on three routes connecting downtown Cincinnati with Eastgate Boulevard the Milford Shopping Center and the Village of Amelia. Currently, SORTA has no adopted plan for expanded service in Clermont County.

The Clermont Transportation Connection (CTC) operates 22 vehicles and provides a prearranged dial-a-ride service to the general population throughout Clermont County. Currently, the service is available Monday through Saturday 6:00 AM to 5:30 PM. The service was established in 1997 as a transportation service to social service agency clients through pre-arranged contracts with human service agencies. Originally managed by an independent board, CTC became a direct department of the Clermont County Commissioners in 1997. Between 1998 and 2002, ridership dropped 42% from 181,094 to 105,040, largely due to changes in participation with pre-arranged contract services.

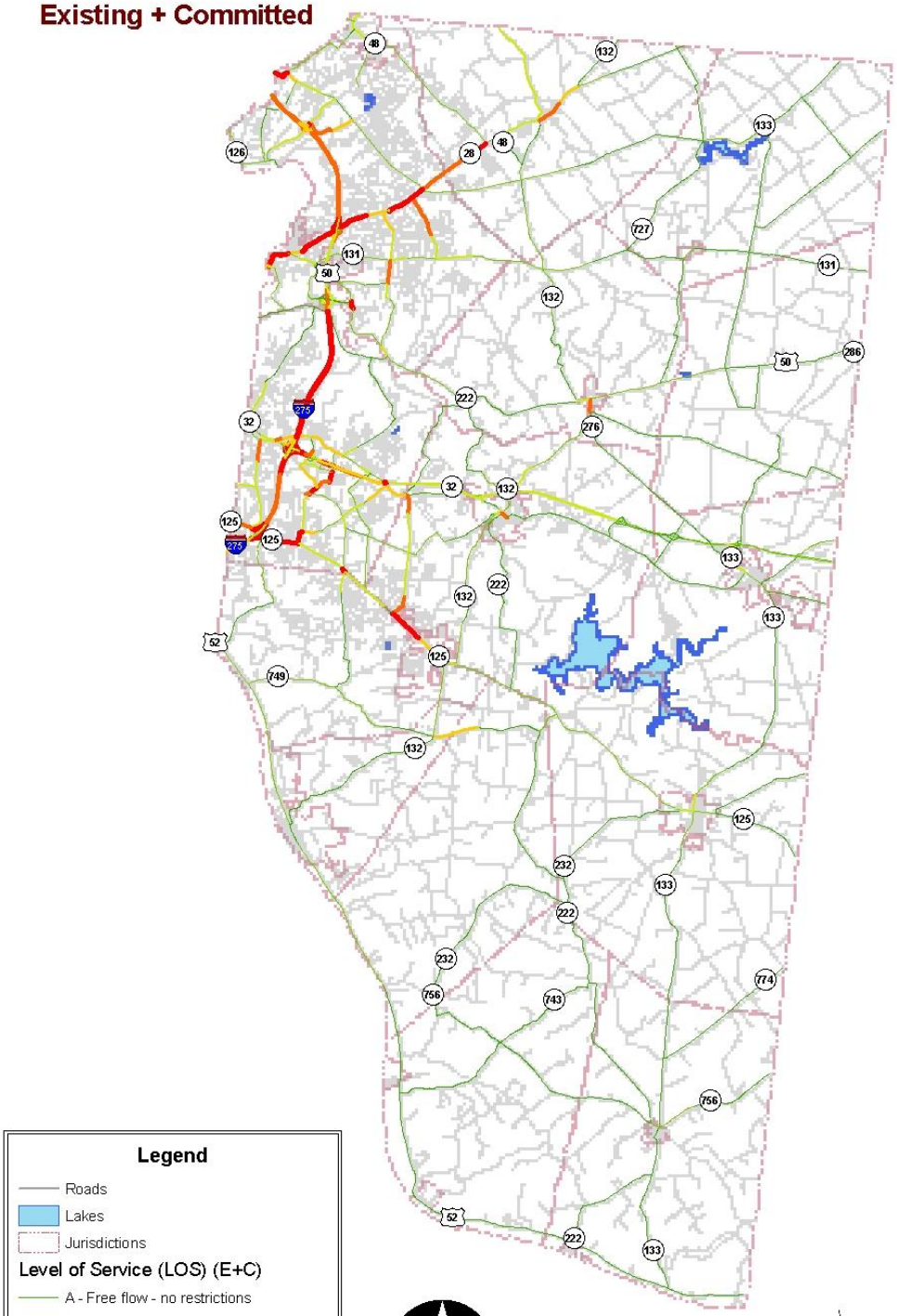
As of January 1, 2004, Federal funding eligibility for CTC operation changed significantly. The Federal Transit Administration has reclassified Clermont County from a rural to an urban transit operation. Clermont County is now considered urban because its county seat, Batavia, is within the Cincinnati urbanized area.

Beginning in January 2005, the Board of County Commissioners selected First Transit, Inc. to provide management services for the efficient operation of the Public Transit System of Clermont County utilizing policies, standards and procedures established by the County.

Clermont County Thoroughfare Plan

Traffic Flow Conditions

Existing + Committed



Legend

- Roads
- Lakes
- Jurisdictions

Level of Service (LOS) (E+C)

- A - Free flow - no restrictions
- B - Minimum delays - stable flow
- C - Some restrictions - not objectionable
- D - Restricted flows during peak hours
- E - Significant delays at all times
- F - Fully congested - volume > capacity

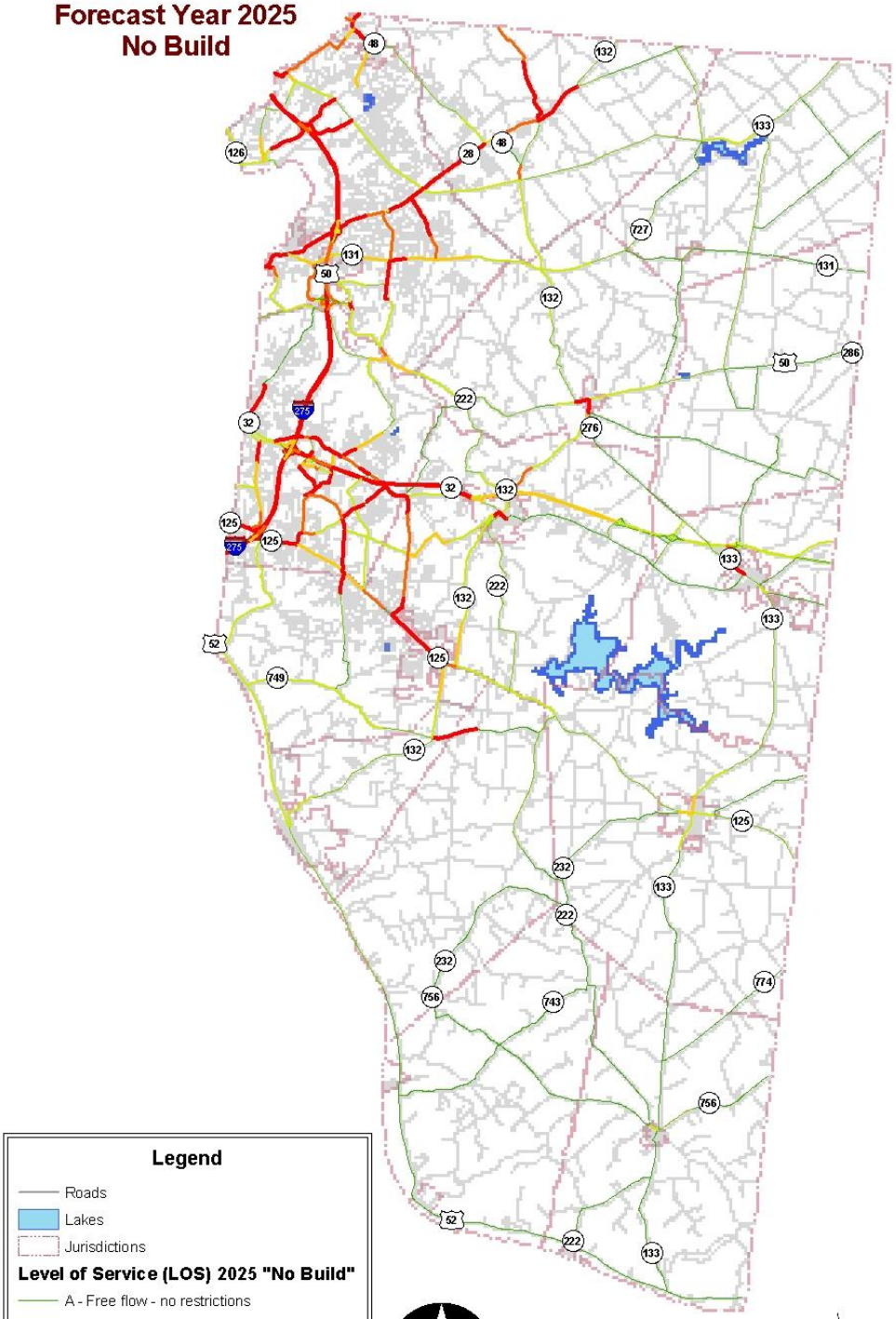
2 Miles

Clermont County Community Planning & Development

Clermont County Thoroughfare Plan

Traffic Flow Conditions

Forecast Year 2025
No Build



Paratransit Service Deficiencies
Clermont Senior Services is the only fleet operation in Clermont County providing door-to-door transportation opportunities to all County residents age sixty and over who need assistance in getting to medical, business and personal appointments. Transportation service for medical trips in Clermont County as well as Hamilton County is available to disabled individuals under 60. Hours of operation are Monday through Friday from 8:00 AM until 5:00 PM.

Bicycle and Pedestrian Facility Limitations
The Little Miami Scenic Trail is a major existing hike/bike facility located in the extreme northwest corner of Clermont County. Currently there are no other established community links to this bicycle/pedestrian opportunity. There are however, three facility proposals in initial stages of development. These include the Ohio River Trail, the Williamsburg-Batavia Hike/Bike Trail and the Underground Railroad Bicycle Route. Each of the proposed facilities includes significant stretches of off-road trails whose development is highly dependent on local initiative and financial commitment. This can be a difficult obstacle for local communities with limited resources. Ohio Department of Transportation (ODOT) guidelines generally require local governments to provide a 20% local share the planning, design, right-of-way acquisition and construction costs. Through a well organized and shared vision for a hike/bike facility local communities can realize the creation of hike/bike facility that can become an important element in an integrated transportation network.

COMMUNITY PERSPECTIVES ON SERVICE NEEDS

Identification of Local Needs and Improvement Goals

In addition to the inventory and assessment of countywide service deficiencies, community perspectives on service needs were identified. Over a ten month period in 2005 local elected officials and administrators were interviewed, work sessions were held, and locally adopted plans were discussed.

COMMUNITY PARTICIPATION AND INFORMATION RESOURCES

Communities	Community Location						Information Resources			
	Northeast (Rural)	Northwest (Urban)	East Central (Rural)	West Central (Urban)	Southeast (Rural)	Southwest (Rural)	Local Plans	Work Sessions	SR 32 Vision Plan	Personal Interviews
Cities										
Loveland		x								■
Milford		x					■	■		
Villages										
Amelia						x				■
Batavia				x			■		■	■
Bethel					x		■			■
Chilo					x					■
Felicity					x					■
Moscow					x					■
Neville					x					■
New Richmond						x				■
Newtonsville	x									■
Owensville	x									■
Williamsburg			x						■	■
Townships										
Batavia				x			■		■	■
Franklin					x					■
Goshen		x					■	■		
Jackson	x						■	■	■	
Miami		x					■	■		
Monroe						x				■
Ohio						x				■
Pierce						x		■		
Stonelick	x						■			■
Tate					x					■
Union				x			■		■	■
Washington					x					■
Wayne	x						■	■		
Williamsburg			x				■	■	■	

Analysis of Community Perspectives

The information gathered from this extensive grassroots effort, documented in a separate 29-page text titled Community Perspectives: Local Transportation Issues and Improvements to be Considered, has been summarized below. In addition to the needs and improvement concepts voiced by local officials that are the foundation for the five countywide thoroughfare plan goals, details for 149 specific roadway network improvements were identified and summarized in the Access Clermont Community Perspectives Project List and illustrated on the Community Perspectives Project Map.

A COMMUNITY PERSPECTIVES SUMMARY: The Foundation of Plan Goals

Improve travel safety

- Intersection realignments to reduce turning movements
- Roadway realignments to reduce blind curves and weaving

Improve passenger and goods movement travel time efficiency

- Coordinate mainline roadway traffic signal timing
- Establish and implement access management regulations to reduce multiple curb cuts that slow roadway traffic flows
- Establish grade-separated interchanges on primary arterials

Enhance economic development opportunities

- Establish parallel frontage roads along primary arterials
- Improve existing roadway network connectivity
- Identify, protect and preserve future roadway rights-of-ways

Improve passenger transfers between alternative travel modes

- Construct passenger rail / transit bus transfer stations
- Integrate water taxi and passenger ferry boat operations with a fixed route transit shuttle service
- Create park-and-ride/park-and-pool lot facilities

Provide transportation opportunities for the transit-dependent

- Expand operation of elderly and handicapped demand-responsive transit services
- Create fixed-route transit opportunities for zero-auto households

Protect quality of residential life

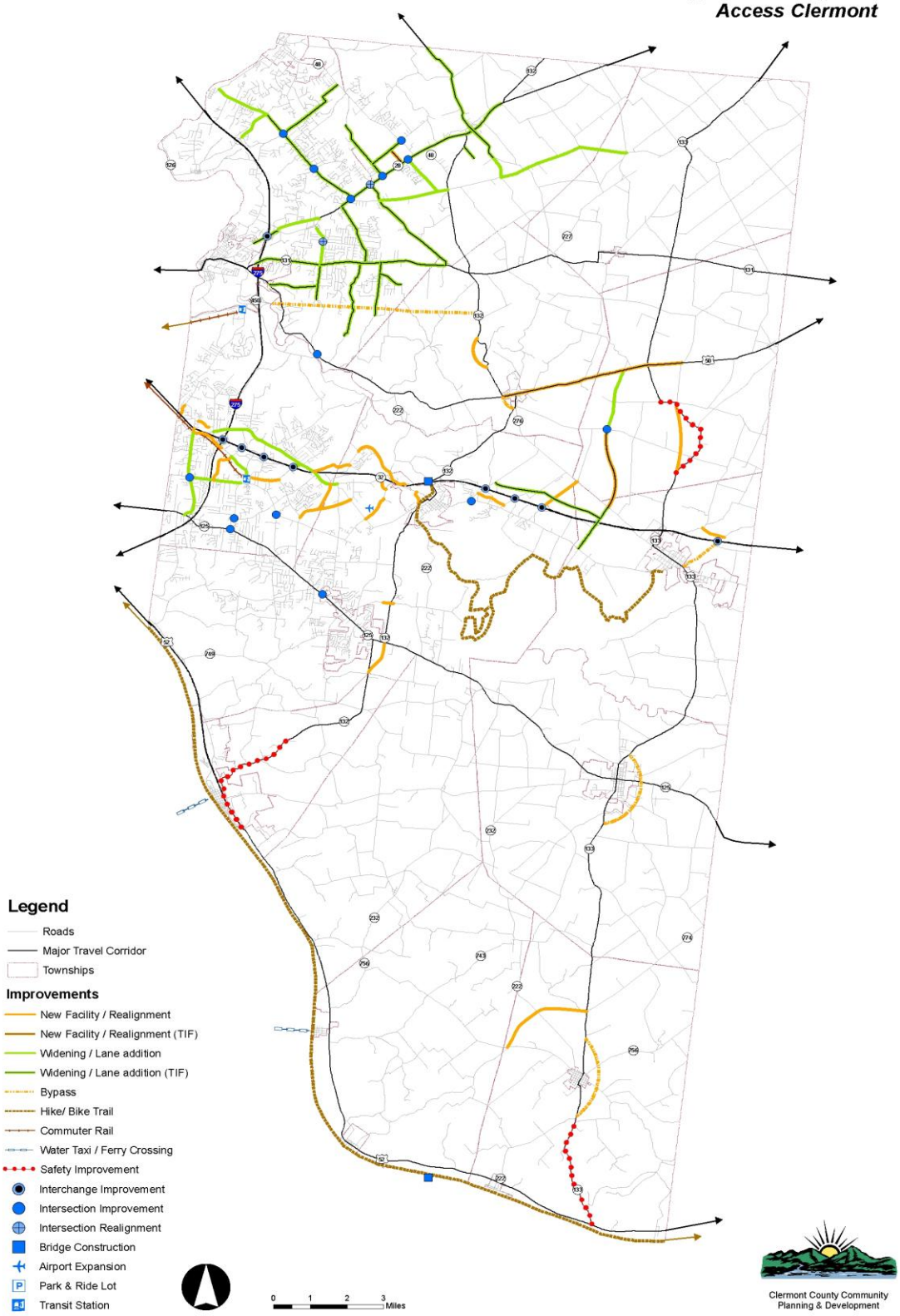
- Utilize traffic calming devices in residential neighborhoods
- Establish connecting network of sidewalks, walking paths and bicycle paths
- Reduce noise and air pollution associated with vehicle movements

Promote transportation-friendly land development practices

- Establish higher residential densities that support public transit services
- Create community land use patterns that shorten work and shopping trip lengths

Community Perspectives

Official Clermont County 2006 Thoroughfare Plan Update:
Access Clermont



ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	BATAVIA TOWNSHIP - EAST BATAVIA HEIGHTS		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
1	Half Acre Rd Rail Crossing	Reconstruction of railroad crossing	North of Oak Tree Lane on Half Acre Road
2	Old SR 32/Greenbriar Road	Intersection improvement	Old SR 32 at Greenbriar Road
3	Old SR 32/Half Acre Road	Intersection improvement	Old SR 32 at Half Acre Road (CR 59)
4	Bauer Road/CR 351	Intersection improvement–turn lanes	Bauer Road at Old SR 32
5	Bauer Road Overpass	Replace at-grade intersection with a SR 32 overpass	Bauer Road at SR 32
6	Herold Road Interchange	Construct a grade-separated interchange	Herold Road and SR 32
	ROADWAY IMPROVEMENTS		
7	SR 32 Frontage Road - I	Establish new parallel frontage rd. on north side of SR 32	Bauer Road east to Batavia Road
8	SR 32 Frontage Road - II	Establish new parallel frontage rd. on north side of SR 32	Batavia Road east to Half-Acre Road
9	Batavia Road Extension	Extension of Batavia Rd.-new facility	SR 32/Batavia Rd. interchange north to SR 276
10	Hospital Drive	Roadway relocation	Hospital vicinity to Brunk Rd. / Bauer Rd
	BATAVIA TOWNSHIP - HASKELL		
	ROADWAY IMPROVEMENTS		
11	Ross Road Extension	Roadway Improvements	Stonelick Olive Branch to SR 32/ Batavia Interchange
12	Haskell Road Bridge	New bridge connecting Haskell Rd/SR 32 ramp	Ramp termini of SR 32/SR 132/SR 222 interchange
	BATAVIA TOWNSHIP - WEST		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
13	Chapel Road	Intersection realignment	Chapel Road at SR 132
14	Amelia-Olive Branch	Intersection improvement	Amelia- Olive Branch at SR 125
	ROADWAY IMPROVEMENTS		
15	Amelia Olive Branch	Roadway relocation	Old SR 74 to Amelia Olive Branch Road
16	Taylor Road	Roadway widening	Amelia Olive Branch Road to Clough Pike
17	Armstrong Boulevard	Roadway widening	Old SR 74 to Taylor Road
18	Armstrong Boulevard	Roadway extension	Taylor Road to Amelia Olive Branch Road
19	Old SR 74 Relocated	Old SR 74 relocated	Old SR 74 to Clermont College Dr.
20	College Drive Extension	Extend College Drive south to Taylor Road/Clough Pike	Southern terminus of College Drive to Clough Pike
	FRANKLIN TOWNSHIP		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
21	SR 133	Intersection improvement	SR 133 at US 52
	ROADWAY IMPROVEMENTS		
22	Felicity By-Pass	Feasibility study	East of the Village of Felicity
	GOSHEN TOWNSHIP - SPRINGVALE		
	ROADWAY IMPROVEMENTS		
23	SR 48	Roadway improvements	Loveland Corporate limits to SR 28

The Official Clermont County 2006
Thoroughfare Plan Update:
ACCESS CLERMONT

ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	GOSHEN TOWNSHIP - SPRINGVALE		
	ROADWAY IMPROVEMENTS		
24	Smith Road	Roadway improvements	SR 28 to Hickory Woods Drive
25	Deerfield Road	Roadway improvements	SR 131 to Woodville Pike
26	Kirbett Road	Roadway improvements	SR 132 to Hesler Park property
27	Fay Road	Roadway improvements	SR 48 to Smith Road
28	Goshen Road	Roadway improvements	Warren Co. line to Goshen High School
29	SR 28	Roadway widening - add one lane	West of Deerfield Road to SR 132
30	Charles Snider Road	Roadway improvements	SR 28 to Woodville Pike
31	Woodville Pike	Roadway Improvements	Deerfield Road to SR 132
	JACKSON TOWNSHIP – WHITE FARM		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
32	SR 133	Intersection improvements	SR 133 at Jackson Pike
33	SR 133	Intersection improvements	SR 133 at US 50
	ROADWAY IMPROVEMENTS		
34	Half-Acre Road	New roadway segment	SR 279 to Jackson Pike
35	SR 133	Roadway realignment	Jackson Pike to Blue Sky Park Road
	MIAMI TWP - DAY HEIGHTS		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
36	SR 131	Left turn lanes	SR 131 at Sugar Camp Road
37	SR 131	Left turn lanes	SR 131 at Dry Run Road
	ROADWAY IMPROVEMENTS		
38	SR 131	Roadway widening	US 50 to Wolfpen-Pleasant Hill Road
39	SR 131	Roadway widening	Wolfpen -Pleasant Hill Road to Buckwheat Road
40	SR 131	Roadway widening	Buckwheat Road to SR 132
	ACCESS MANAGEMENT		
41	SR 131	Reduction in Curb Cuts	Wolfpen Pleasant Hill Road to Dry Run
	MIAMI TOWNSHIP - MULBERRY		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
42	Branch Hill Guinea Pike	Left turn lanes	Branch Hill Guinea Pike at SR 28
	ROADWAY IMPROVEMENTS		
43	Branch Hill Guinea Pike	Roadway extension - new facility	Woodville Pike to SR 28
44	Buckwheat Road	Roadway improvement	SR 28 to SR 131
45	Dry Run Road	Roadway improvement	SR 131 to Apgar Road
46	Mt Zion Road	Roadway improvement	Dry Run Road to Red Fox Lane
47	Sugar Camp Road	Roadway improvement	SR 131 to Sugar Ridge Lane
	MIAMI TOWNSHIP - PARK 50		
	ROADWAY IMPROVEMENTS		
48	U.S. 50	Geometric improvements to the existing roadway	Milford south corporate limit to Round Bottom Rd.
49	Milford Parkway Connector	New collector street feasibility study	IR 275 / Milford Parkway to SR 132
50	Milford Parkway Connector	New collector street connections - implementation	IR 275 / Milford Parkway to SR 132
	MIAMI TOWNSHIP - PAXTON / OASIS		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
51	U.S. 50	Intersection improvement	U.S. 50 at Sugar Camp Road
52	U.S. 50	Intersection improvement	U.S. 50 at Round Bottom Road
53	Branch Hill Guinea Pike	Left turn lanes	Branch Hill Guinea Pike at Cook/Weber
54	Branch Hill Guinea Pike	Left turn lanes/traffic signal installation	Branch Hill Guinea Pike at Loveland Miamiville Rd.
55	Wards Corner Road	Interchange improvement	Wards Corner - IR 275 Interchange
56	Branch Hill Guinea Pike	Intersection improvement	Branch Hill Guinea Pike (CR 21) at Wards Corner

ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	MIAMI TOWNSHIP - PAXTON / OASIS		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
57	Smith Road	Intersection improvement	Smith Road at SR 28
58	Woodville Pike	Intersection improvement	Woodville Pike at SR 132
	ROADWAY IMPROVEMENTS		
59	Branch Hill Guinea Pike	Roadway widening	Branch Hill - Loveland Road to Wards Corner Rd
60	Branch Hill Guinea Pike	Roadway widening	Clermont County Line to SR 28
61	Wards Corner Road	Roadway widening	Loveland - Miamiville Rd. to Branch Hill Guinea Pike
62	Wards Corner Road	Roadway widening	Branch Hill Guinea Pike to SR 48
	ACCESS MANAGEMENT		
63	SR 28	Access management improvements	West of Deerfield Road to SR 132
	MIAMI TOWNSHIP – URBAN VILLAGE		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
64	IR 275	Interchange modifications	IR 275 at SR 28
	ROADWAY IMPROVEMENTS		
65	Business 28 – Phase I	Business 28 Improvements- widening - 5 lanes	Bypass 28 east to Cook Road/Orchard Lake Dr.
66	Business 28 – Phase II	Business 28 Improvements widening - 5 lanes	Cook Road east to Bypass 28
67	SR 28	SR 28 safety improvements	US 50 to Castleberry Court in the City of Milford
68	SR 28	SR 28 widening - one lane eastbound	Castleberry Court to IR 275
	MIAMI TOWNSHIP - WOLFPEN / EAGLES WAY		
	ROADWAY IMPROVEMENTS		
69	Wolfpen Pleasant Hill Rd I	Widening to 3 lanes	SR 131 to Allen Drive
70	Wolfpen Pleasant Hill Rd II	Widening to 3 lanes	Klondyke Road to SR 131
71	Eagles Way	Eagles Way Connector - new facility	Eagles Way to Rainbow Trial
72	Rainbow Trail	Intersection realignment/traffic signal	Rainbow Trail & Deblin Drive
73	Klondyke Road	Roadway improvements	US 50 to Wolfpen Pleasant Hill Road
	BICYCLE AND PEDESTRIAN		
74	Wolfpen Pleasant Hill Road	Sidewalk facility	West side of WPH - SR 131 and Allen Dr.
	MONROE TOWNSHIP - CLERMONTVILLE/POINT PLEASANT		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
75	Clermontville Laural Road	Intersection safety improvement	US 52 at Clermontville Laural Road
76	SR 232	Intersection safety improvement	SR 232 at US 52
	ROADWAY IMPROVEMENTS		
77	SR 133	Safety improvements	Poplar Ridge Road to Jones Florer Rd.
78	SR 132	Safety improvements	US 52 to SR 749
	PIERCE TOWNSHIP - LOCUST CORNER		
	ROADWAY IMPROVEMENTS		
79	Jenny Lind/Oak Street	Safety improvements	Locust Lake Road to SR 749
80	West Concord Road	Safety improvements	Jenny Lind /Oak Street to SR 132
81	US 52	Safety improvements	Nine Mile Road Tobasco Rd. to SR 749
	STONELICK TOWNSHIP – OWENSVILLE WEST		
	ROADWAY IMPROVEMENTS		
82	SR 132	Owensville by-pass – feasibility study	US 50 to SR 132
83	SR 132	Owensville by-pass - construction	US 50 to SR 132
84	SR 132	Roadway relocation	South of Quitter East Road to Baas Rd
85	Benton Road	Safety improvements	SR 132 to US 50

ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	TATE TOWNSHIP - BETHEL EAST		
	ROADWAY IMPROVEMENTS		
86	Bethel By-Pass	New by-pass facility feasibility study	West of the Village from CR 11 to Poplar Ridge Rd.
87	Bethel By-Pass	New by-pass facility construction	West of the Village from CR 11 to Poplar Ridge Rd.
88	Bethel Maple Road	Safety improvements	Rodgers Lane to SR 774
	UNION TOWNSHIP – EASTGATE / GLEN-ESTE		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
89	IR 275/SR 32 Interchange	Reconfigure entrance/exit ramp design	IR 275 at SR 32
90	SR 32/Eastgate Interchange	Reconfigure entrance/exit ramp design	SR 32 at Eastgate Boulevard
91	SR 32/CR 55 Intersection	Replace at-grade intersection with overpass structure	SR 32 at Glen Este-Withamsville Road
92	Bach-Buxton Interchange	Construct a full, grade-separated interchange	Extended Bach-Buxton at SR 32
	ROADWAY IMPROVEMENTS		
93	Aicholtz Road – Connection	Reconnection of previously severed roadway under IR 275	Segment under IR 275
94	Aicholtz Road Widening - I	Widen existing roadway creating a 3 lane blvd. section	Eastgate Boulevard to Glen Este – Withamsville Rd.
95	Clough Pike Widening	Clough Pike Widening - 3 lanes	Glen Este-Withamsville to Mt. Carmel Tobasco
96	Eastgate Blvd Extension	Extension of Eastgate Boulevard - 4 lanes	Aicholtz Road to Clough Pike
97	Bach-Buxton Extension	New roadway as part of SR 32/Bach-Buxton interchange	Bach-Buxton Road to Olive Branch Stonelick Road
98	Elick Lane	Roadway widening - 3 lanes	SR 32 to Old SR 74
99	Old SR 74 Widening – Phase I	Old SR 74 Widening - one lane	Eastgate Boulevard to Elick Road
100	Aicholtz Road Extension	Extend roadway creating a new multi-lane facility	Glen Este - Withamsville to Elick/Bach-Buxton
101	Old SR 74 Widening - II	Old SR 74 widening - 3 lanes - Phase II	Glen Este - Withamsville Rd. to Heitman Lane
102	Heitman Lane Extension	Roadway extension - new facility	Old SR 74 to Olive Branch Stonelick
	TRANSIT		
103	Eastgate Transit Hub	Establish bus/rail transit hub in the Eastgate area	Union Township
	UNION TOWNSHIP – MT. CARMEL		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
104	Clough Pike	Intersection improvement	Clough Pike at Mt. Carmel Tobasco Road
	ROADWAY IMPROVEMENTS		
105	Mt. Carmel-Tobasco - I	Mt. Carmel-Tobasco Road widening - 3 lanes - Phase I	Old SR 74 to Clough Pike
106	Mt. Carmel-Tobasco - Phase II	Mt. Carmel-Tobasco Road widening - 3 lanes	Clough Pike to SR 125
107	Beechwood South Ext.	Extension/relocation of Beechwood Road	SR 32 to Tecumseh Drive
108	Bells Lane Extension	Roadway extension - new facility	SR 32 to Aicholtz Road
109	Daniel Court Extension	Roadway extension - new facility	Summerside Road to Bells Lane
110	Aicholtz Road Extension - III	Roadway extension - new facility	Mt. Carmel - Tobasco /Eastgate Blvd
111	Ivy Pointe Boulevard	Roadway – new facility	Aicholtz Road to Clough Pike
	UNION TOWNSHIP - WITHAMSVILLE		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
112	SR 125/CR 55 Intersection	Intersection improvement	SR 125 at Glen Este Withamsville Road
113	Clough Pike/CR 139	Intersection improvement	Clough Pike at Shayler Road
114	Shayler Road/CR 55	Intersection improvement	Shayler Road at Glen Este-Withamsville

ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	WASHINGTON TOWNSHIP - MELDAHL DAM		
	ROADWAY IMPROVEMENTS		
115	Meldahl Dam Bridge	Bridge deck retrofit feasibility study	US 52 to AA Highway
	WAYNE TOWNSHIP - STONELICK PARK NORTH		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
116	Woodville Pike	Intersection improvements	Woodville Pike at SR 727
117	SR 727	Intersection improvements	Edenton Pleasant Plane Road
	ACCESS MANAGEMENT		
118	SR 727	Driveway consolidation	SR 133 to Woodville Pike
	WILLIAMSBURG TOWNSHIP – EAST FORK		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
119	US 52	Intersection improvement	US 52 at SR 222/Green Street
120	SR 133	Intersection improvement	SR 133 at SR 756
121	SR 222	Intersection improvement	SR 222 at SR 756
	BICYCLE AND PEDESTRIAN		
122	Williamsburg-Batavia Hike/Bike Trail	Hike/bike trail - environmental assessment	East Fork State Lake State Park property
123	Williamsburg-Batavia Hike/Bike	Hike/bike trail - facility construction	East Fork State Lake State Park property
	WILLIAMSBURG TOWNSHIP – MCKEEVER /DELA PALMA		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
124	McKeever Road	Close the at-grade intersection	McKeever Road at SR 32
125	Dela Palma Rd Interchange	Construct grade-separated interchange	Dela Palma Road at SR 32
	ROADWAY IMPROVEMENTS		
126	SR 32 Frontage Road - III	Establish new parallel frontage rd. on north side of SR 32	McKeever Pike to Dela Palma Road
	CITY OF MILFORD		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
127	Milford Parkway	Traffic signal installation	Milford Parkway at Finley Ray Drive
128	Milford Parkway	Intersection improvements	Milford Parkway at Rivers Edge Drive
	TRANSIT		
129	Rivers Edge Transit Center	Public transit bus hub / park & ride feasibility study	Rivers Edge Shopping Center area
130	Rivers Edge Transit Center	Public transit bus hub / park & ride facility construction	Rivers Edge Shopping Center area
	VILLAGE OF AMELIA		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
131	SR 125	Eastbound right turn lane	SR 125 at Jenny Lind/Oak Street
132	SR 125	Construction of right turn lane	SR 125 at Huntsman Trail
	ROADWAY IMPROVEMENT		
133	Cecilia Drive	Cross-street roadway realignment	Cecilia Drive at Huntsman Trail
134	North Kline Avenue	New roadway segment	Letitia Avenue and SR 125
135	Letitia Avenue	New roadway segment	Hopkins Avenue to Church Street
136	Jenny Lind/Oak Street	Roadway realignment	Maple Street to SR 125
	ACCESS MANAGEMENT		
137	SR 125	Driveway consolidation	Woodlands Drive to Cleveland Avenue
138	SR 125	Rear service rd south side of SR 125	Hicks Avenue to Oak Street
	VILLAGE OF BATAVIA		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
139	SR 132/SR 222 Intersection	Intersection improvement - left turn lanes/traffic signals	SR 132 and SR 222
140	SR 32 Main St. Interchange	Reconfiguration of SR 32 interchange - Gateway Facility feasibility study	SR 32 at Main Street in the Village of Batavia
	ROADWAY IMPROVEMENTS		
141	Clough Pike Relocation	Relocated Clough Pike - new facility	Clough Pike to West Main St. via Meadowbrook Dr.

ACCESS CLERMONT COMMUNITY PERSPECTIVES PROJECT LIST			
PROJECT #	**COMMUNITY & PROJECT**	**PROPOSED IMPROVEMENT**	**PROJECT LIMITS**
	VILLAGE OF FELICITY		
	ROADWAY IMPROVEMENT		
142	SR 133	Roadway realignment	Market Street at Washington Street
	VILLAGE OF MOSCOW		
	INTERCHANGE/INTERSECTION IMPROVEMENTS		
143	Wells Road	Intersection improvement	Wells Road at US 52
144	Moscow Spur	Intersection improvement	Moscow Spur at US 52
	TRANSIT		
145	Ohio River	water taxi / passenger ferry feasibility	Moscow riverfront
	ACCESS MANAGEMENT		
146	US 52	Redesign of Village cross-street patterns	Neville, Market, Morgan, Coffee, and Washington
	VILLAGE OF NEW RICHMOND		
	ACCESS MANAGEMENT		
147	US 52	Prohibition of right turn lane	Sycamore Street to Augusta Street
	TRANSIT		
148	Ohio River	Ohio River water taxi / passenger ferry – feasibility study	New Richmond, Oh to New Richmond Station, KY
	BICYCLE AND PEDESTRIAN		
149	Ohio Riverfront	Ohio River Trail	Lunken Airport to New Richmond
	COUNTYWIDE INITIATIVES		
150	Develop and apply Access Management Regulations to support Transportation System Management (TSM) improvement strategies.		
151	Establish educational and training opportunities for local governments on impacts of land use decisions on the transportation network.		
152	Initiate changes in Roadway Functional Classifications that improve funding potential and support Access Management program activities.		
153	Establish and support a countywide organization to promote employer-based trip reduction programs.		
154	Develop a comprehensive, countywide transit plan for Clermont County.		
155	Coordinate local bicycle and pedestrian projects to promote countywide service links.		
156	Investigate the potential for river taxi and passenger ferry on the Ohio River.		

Clermont County Transportation Improvement District

The Clermont County Transportation Improvement District (CCTID) was established in June 2006, pursuant to O.R.C. 5540, by the Board of Clermont County Commissioners to foster increased collaboration with local partner jurisdictions, and other county, regional, state and federal agencies to implement a regional approach to transportation improvements in support of economic development in Clermont County.

CCTID is moving forward with developing new concepts for implementing transportation and infrastructure improvement projects that combine and develop the resources available to our public and private sector partners to advance economic development in Clermont County while maximizing the value of taxpayer dollars.

The inclusion of the capital improvement projects developed through the ongoing efforts of the CCTID in the Clermont County Thoroughfare Plan, "Access Clermont" is critical to assure the transportation and infrastructure development within the county proceeds in a logical and coordinated fashion that will not only offer continued identification and recognition of the problems and solutions to the needs of the county, but also will recognize the potential growth and economic development opportunities for the county. Below are the CCTID projects included in the Clermont County Thoroughfare Plan:

CCTID PROJECTS		
CAPITAL IMPROVEMENT PROJECT	**TIER**	**DESCRIPTION**
Eastgate Local Network Improvements		
✸ Eastgate North Frontage Road	I	Jackson Square Drive to Eastgate Blvd.
✸ Tina Drive Extension	I	North end of Tina to Old SR 74 Summerside
✸ Aicholtz Connector	II	Mt, Carmel Tobasco to Eastgate Blvd.
✸ Aicholtz Road Widening	III	Eastgate Blvd. to Glen Este Withamsville
✸ Clough Pike Widening	I	Mt Carmel Tobasco to Glen Este Withamsville
✸ Old SR 74 Phase I	III	Bells Lane to Eastgate Blvd.
Eastern Corridor - SR 32 West		
✸ Eastern Corridor-Tier 2 PE/EIS	II	Preliminary Engineering/Environmental Impact Studies
✸ Glen Este Withamsville	III	Overpass SR 32
✸ Bach-Buxton/32	III	New Interchange
✸ Aicholtz Road Extension	III	Glen Este Withamsville to relocated Bach Buxton
✸ Old SR 74 Extension to OBS	III	Old 74 At SR 32 to OBS
✸ Old 74 Widening	II	OBS to Armstrong Blvd.
✸ Amelia-Olive Branch Relocation	II	OBS/Old 74 intersection to Clough Pike

CCTID PROJECTS continued		
CAPITAL IMPROVEMENT PROJECT	**TIER**	**DESCRIPTION**
SR 32 Coridor East		
✸ SR 32 Frontage Road	II	Bauer to Half Acre
✸ Bauer/Herold Road /32	II	New Interchange
✸ Batavia Road/SR 32	II	New Interchange
✸ McKeever/Dela Palma	II	N & S frontage connectors and interchange
✸ Bauer/SR 32	II	Interchange
✸ Afton Intermodal Development	II	Rail Spurs to serve industrial development
SR 28 Corridor		
✸ Business 28 – Phase 1	I	West intersection of Old SR 28 to Cook Road
✸ Wolfpen–Pleasant Hill Rd. Improvements	I	Allen Drive to SR 131
✸ SR 28 Improvements	I	I-275 to Castleberry
✸ Business 28 Phase 2	III	West intersection of Old SR 28 to Cook Road
✸ SR 28 Improvements	II	BHG to Goshen Road
✸ SR 28/BHG intersection Improvements	I	Woodville Pike to BHG
✸ !-275/SR 28 WB/SB Loop Ramp	I	ODOT
✸ SR 28 – Charles Snyder Road	III	Intersection Improvement
✸ SR 28 – Estate of Goshen Park	III	Intersection Improvement
SR 131 Corridor		
✸ SR 131 at McCormick Trail	II	Widening SR 131
✸ US50/SR131/Milford Prky./Chamber Dr.	II	Improvements US 50 to I- 275 and Beechwood
US 50 Corridor		
✸ Stonelick Williams Cnr. Covered Bridge	I	Restoration & Safety Improvements
✸ US 50	I	WPH to Round Bottom
✸ US 50	I	SR 4450/Eastman – I/II
✸ US 50	III	SR 450/Eastman to Techne Center – III
✸ 450/Union Gateway	II	Interchange Modification & New Access addition between I-275 & US 50
Intelligent Transportation System		
✸ Intelligent integration of traffic signal timing and operation to optimize traffic flow	I	All CCTID Project areas

Abbreviations used in table: SR- State Route, PE/EIS Preliminary Engineering/Environmental Impact Studies, OBS – Olive Branch Stonelick, BHG – Branch Hill Guinea, WB – West Bound, SB – South Bound, ODOT – Ohio Department of Transportation, WPH – Wolfpen Pleasant Hill

Additional information on the CCTID Projects can be found on the Transportation Improvement District section of the Clermont County Government Web Portal located at: http://www.clermontcountyohio.gov/ on the internet.

THOROUGHFARE PLAN STRATEGIES

The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* uses five specific elements to construct a single, comprehensive transportation system. These include:

- **Roadways:** a network of streets and highways that support motor vehicle, bus mass transit, bicycle and pedestrian travel;

- **Transportation System Management Improvements (TSM):** a set of strategies and programs that maximize the performance of the existing roadway and transit network;

- **Transit:** a system that utilizes and enhances the existing planned transit services provided by METRO and CTC as well as opportunities proposed for the Eastern Corridor;

- **Paratransit:** a plan that concentrates on meeting the unmet needs of County residents unable to access other means of transportation; and

- **Bicycle and Pedestrian:** an integrated system of pedestrian and bicycle facilities that offers travel choices and connections to other modes including Ohio River water taxi and ferryboat services.

These five elements are the building blocks of The Official Clermont County 2006 Thoroughfare Plan Update Plan: *Access Clermont*. Each works in concert with the others, and they must be balanced in order to maximize the efficiency of the overall transportation system.

ROADWAY

The roadway component of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* is based on a combination of the grass-roots perspectives of local elected officials and government administrators, locally adopted plans, traffic consultant recommendations and the collective judgment of the Technical Advisory Committee.

Countywide Roadway Improvement Strategies

1. The countywide roadway improvement strategies utilized in the development of this 2006 Thoroughfare Plan Update promote greater network connectivity providing better access to undeveloped land parcels, expanding inter-state linkages, and reducing the number of vehicle miles traveled and amount of vehicle emissions.

2. Promote the extension and connection of existing roadway facilities as well as establishing new roadway segments to significantly improve north/south travel connectivity within Clermont County.

3. Encourage the connection of public streets to adjacent properties to provide for the orderly future development and connectivity.

4. Establish roadway improvements that provide access to the Northern Kentucky roadway network.

5. Protect and preserve right-of-ways needed for future thoroughfare expansions.

6. Encourage the development of criteria to evaluate proposed development impacts on existing and proposed thoroughfares.

7. Encourage land use development patterns along arterials and collectors which do not degrade their carrying capacity.

8. Coordinate the use of county, state and federal funding resources to maximize capital available for thoroughfare improvements.

9. Determine funding levels necessary to implement short-range and long-range improvements to the thoroughfare network.

10. Develop implementation criteria to prioritize roadway improvement recommendations included in the adopted thoroughfare plan for Clermont County.

11. Identify changes to be made in the current highway functional classification system to enhance project funding opportunities and the application of access management standards.

TRANSPORTATION SYSTEMS MANAGEMENT IMPROVEMENTS (TSM)

A major component of The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont* is the application of Transportation System Management (TSM) improvement strategies. TSM strategies have been utilized in the 2006 Thoroughfare Plan Update to modify Clermont County's transportation system using relatively low dollar cost "spot" transportation improvements to maximize performance and safety of existing road and transit systems and reduce the need for new highway capacity.

The Countywide TSM and Alternative Mode Strategies list identifies targeted TSM strategies specifically for Clermont County and its communities.

Countywide TSM and Alternative Mode Strategies

1. Encourage collaboration between the Clermont County Engineer, the Ohio Department of Transportation and local governments in the design and implementation of future roadway improvements.

2. Establish frontage and service roads to provide access to undeveloped land parcels and support redevelopment opportunities in established communities.

3. Establish an access management program to protect and preserve thoroughfare safety and efficiency.

4. Support the efforts of local governments, the Clermont County Engineer and the Ohio Department of Transportation to improve signal timing on arterial roadway corridors.

5. Encourage the establishment of more frequent bus service.

6. Support efforts to establish new transit park-and-ride lots.

7. Encourage the establishment of ridesharing opportunities, telecommuting options, and alternative work schedules.

8. Support intersection improvements and interchange modifications.

9. Establish park and ride facilities to support expanded fixed-route and passenger rail services in the Eastern Corridor as they become available.

10. Encourage minor roadway improvements.

11. Encourage the establishment of new bicycle and pedestrian corridors to support non-motorized travel choices.

12. Develop initiatives to put safety improvements in place in high-accident and high traffic volume areas.

13. Integrate bicycle and pedestrian opportunities into new roadway construction to increase the margin of safety between motor vehicles, bicyclists and pedestrians.

14. Ensure that minimum site distances, adequate turning movements and turn lane needs on arterial and collector streets meet access management standards.

To effectively take full advantage of these investment and performance protection strategies, a TSM program for Clermont County should:

- Be implemented by Clermont County and/or its local municipalities;
- Be integrated with existing TSM strategies at the local and regional level; and
- Provide countywide TSM guidance and information.

TRANSIT

Transit is a critical component of The Official Clermont County 2006 Thoroughfare Plan Update Plan: *Access Clermont* in meeting mobility and air quality needs. Recommendations for expanded bus service, acquisition and preservation of transit right-of-way and passenger rail transit are intended to provide viable alternatives to automobile travel.

Although not intended to accommodate everyone's travel needs, it is in the public interest to make transit widely available as an alternative to single occupant vehicle (SOV) travel. Reducing traffic congestion, roadway expansion projects and decreasing vehicle emissions is only part of the transit benefit. Transit provides transit opportunities for those for whom auto use is not a possible or preferred use.

To develop its potential, transit service must be supported by new investments. In addition, there must be incentives to encourage people to travel by transit, and policies that foster "transit friendly" land use. In fact, the effectiveness of transit services is closely related to land use patterns, both existing and in the future.

Countywide Transit Improvement Strategies

1. Explore the use of a combination of demand responsive and point deviation services to improve transit service opportunities in Clermont County. Demand-responsive service requires a rider to prearrange a trip by contacting the transit operator ahead of time with origin and destination information. Point deviation services follow a directional route pattern without predetermined stops as passengers are picked up or dropped of at a location upon their request near the directional route.

2. Encourage local governments to consider policies and zoning opportunities that support the higher development densities needed to support transit service operations.

3. Support the preservation of land and right-of-way that will support the development of rail passenger line and station facility at River's Edge in the City of Milford and the Aicholtz Road and Ferguson Road area in Union Township as outlined in the Eastern Corridor Multi-Modal Project recommendations.

4. Expand the service areas and time schedules of fixed route bus service currently offered to take full advantage of potential passenger rail service recommendations included in the Eastern Corridor project in which Clermont County has been a full and active partner.

5. Link transit plans with Transportation System Management (TSM) elements, so a balanced transportation network can be developed.

6. Develop a detailed transit plan for both the urbanized and rural communities in Clermont County to provide transportation opportunities that overcome the obstacles to accessibility and mobility experienced by the elderly, the physically disabled and zero-vehicle households.

7. Encourage the establishment of Ohio River water taxi and passenger ferry boat services to accommodate interstate bicycle and pedestrian travel.

PARATRANSIT

The Official Clermont County 2006 Thoroughfare Plan Update Plan: *Access Clermont* focuses on enhancing and expanding existing paratransit services, creating new services and coordinating these services to provide a countywide transportation opportunity for those who cannot drive or who are physically challenged in boarding a fixed-route transit bus.

As the population of Clermont County grows older so will the need for transportation opportunities that offer wheelchair lifts and handrails. The strategies used in this 2006 Thoroughfare Plan Update places a TSM-style focus on organizing, enhancing and coordinating the County's existing paratransit services. Putting paratransit improvement strategies into place as part of the recommended countywide Transit Plan will set the stage for expanded countywide opportunities.

Countywide Paratransit Improvement Strategies

1. Encourage non-profit organizations serving the elderly and physically handicapped to apply for capital funding for handicapped accessible vans and buses from the Ohio Department of Transportation Capital funding also allows for the acquisition of communications equipment.

2. Establish a pilot project to coordinate paratransit services through a centralized call intake and scheduling center.

3. Establish contractual service agreements with human service agencies to generate paratransit program operating revenues.

4. Collaborate with SORTA, the OKI Regional Council of Governments and the Ohio Department of Transportation to identify additional paratransit program partnerships and funding sources.

5. Form a coalition of paratransit service providers to better organize customer service and lower operating costs.

6. Create educational and marketing programs that clearly communicate paratransit service availability.

BICYCLE AND PEDESTRIAN

Bicycling and walking provide alternatives for single-occupant vehicle (SOV) travel and a means of connecting with transit. Whether they replace SOV travel or support transit use, bicycle and pedestrian trips help reduce congestion, fuel consumption and vehicle emissions. Bicycling and walking will bring Clermont County closer to meeting its transportation plan goals. The use of non-motorized modes of travel is especially valuable for replacing short-distance SOV trips, which have the highest rate of emissions. In addition to their transportation and environmental benefits, these modes also contribute to personal health and quality of life.

Clermont County and local communities need to work together to fully integrate bicycle routes, hiking trails and sidewalk facilities into the countywide transportation network. The financial obstacles associated with the establishment of bicycle and pedestrian facilities will take a significant level of community level initiative and coordination. The Bicycle and Pedestrian Improvement Strategies utilized in this 2006 Thoroughfare Plan Update focus on establishing project collaboration and system connectivity – essential elements in securing funding.

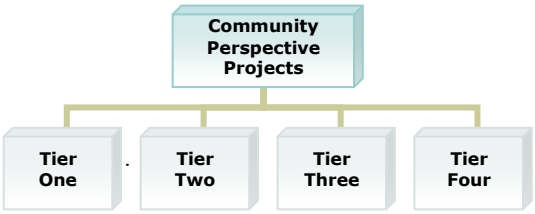
Countywide Bicycle and Pedestrian Facility Improvement Strategies

1. Encourage local governments to include bicycle routes, hiking trails and sidewalk facilities in their comprehensive planning efforts.

2. Promote the connection of local bicycle route, hiking trails and sidewalk facilities to create a countywide network which supports the Plan goal of integrating and optimizing travel modes.

3. Design bicycle and pedestrian facilities with connections to park and ride lots to encourage strong ties to existing and proposed transit service.

4. Establish bike and pedestrian facility connections that provide local access to activity centers and/or other public places.



Project "tiers" define transportation improvements based on their current stage of plan detail and funding status only. Projects can and will move freely from one tier to another.

TIER ONE PROJECTS

Projects that are in an advanced state of planning whose funds have been identified. Construction on these projects is expected to begin within the next five years

Map #	Community & Project	Proposed Improvement	Project Limits
	BATAVIA TOWNSHIP		
1	Bauer Road	Intersection improvement	Bauer Road at Old SR 32
2	Chapel Road	Intersection realignment	Chapel Road at SR 132
3	Amelia-Olive Branch Road	Intersection improvement	Amelia-Olive Branch Road at SR 125
	VILLAGE OF BATAVIA		
4	Clough Pike	Roadway relocation	Clough Pike to West Main Street via Meadowbrook Drive.
	GOSHEN TOWNSHIP		
5	Smith Road	Intersection improvement	Smith Road at SR 28
6	Fay Road	Intersection improvement	Fay Road at SR 48
7	Charles Snider Road	Intersection improvement	Charles Snider Road at SR 28
8	Kirbett Road	Roadway improvements	SR 132 to Hesler Park property
	MIAMI TOWNSHIP		
9	Business 28 – Phase I	Roadway widening	SR 28 By-Pass east to Cook Road.
10	Branch Hill Guinea Pike	Roadway extension	Woodville Pike to SR 28
11	Wolfpen-Pleasant Hill Road	Roadway widening	SR 131 to Allen Drive
12	IR 275	Interchange modifications	IR 275 at SR 28
	STONELICK TOWNSHIP		
73	SR 132	Roadway relocation	South of Quitter East Road to Baas Rd.
	UNION TOWNSHIP		
13	Aicholtz Road Widening	Roadway widening	Eastgate Boulevard to Glen Este – Withamsville Road
43	Aicholtz Road Connector	Roadway connector	Bridged segment under IR 275
14	Elick Lane	Roadway widening	SR 32 to Old SR 74
16	Clough Pike	Intersection improvement	Clough Pike at Mt. Carmel-Tobasco Road
17	SR 32 Frontage Road I	Roadway extension /CFI	Summerside Road to Bells Lane/SR 32
18	Ivy Pointe Boulevard	Roadway connector	Eastgate Boulevard to Clough Pike
19	IR 275	Interchange modification	IR 275 at SR 32
20	Eastgate Boulevard	Interchange modification	Eastgate Boulevard at SR 32
21	Glen-Este Withamsville Rd.	Intersection improvement	Glen Este-Withamsville Road at SR 125
22	Glen-Este Withamsville Rd.	Intersection improvement	Glen Este-Withamsville at Shayler Road
23	Beechwood South Ext.	Extension/relocation of Beechwood Road	SR 32 to Tecumseh Drive

TIER TWO PROJECTS

Projects that are in the conceptual stages of planning and development and are expected to advance toward implementation based on availability of funds. Construction of these projects is expected to begin within the next six to twenty years.

Map #	Community & Project	Proposed Improvement	Project Limits
	BATAVIA TOWNSHIP		
24	Amelia-Olive Branch Road	Roadway relocation	Old SR 74 to Amelia Olive Branch Rd.
25	Old SR 74	Roadway relocation	Old SR 74 to Clermont College Dr.
26	SR 32 Frontage Road - II	Establish new parallel frontage road on north side of SR 32	Bauer Road east to Batavia Road
27	SR 32 Frontage Road - III	Establish new parallel frontage road on north side of SR 32	Batavia Road east to Half-Acre Road
28	Batavia Road	Roadway extension	Batavia/Half Acre frontage Road to SR 276
29	College Drive	Extend College Drive south to Taylor Road/Clough Pike	Southern terminus of College Drive to Clough Pike
30	Ross Road	Roadway extension	Stonelick Olive Branch to SR 32 - Batavia Interchange
	GOSHEN TOWNSHIP		
31	Smith Road	Roadway improvements	SR 28 to Hickory Woods Drive
32	Deerfield Road	Roadway improvements	SR 131 to Woodville Pike
33	Fay Road	Roadway improvements	SR 48 to Smith Road
34	SR 28	Roadway widening	West of Deerfield Road to SR 132
	MIAMI TOWNSHIP		
35	Business 28 – Phase II	Roadway widening	Cook Road east to SR 28 By-Pass
36	Buckwheat Road	Roadway improvement	SR 28 to SR 131
37	Dry Run Road	Roadway improvement	SR 131 to Apgar Road
38	Mt Zion Road	Roadway improvement	Dry Run Road to Red Fox Lane
39	Sugar Camp Road	Roadway improvement	SR 131 to Sugar Ridge Lane
	UNION TOWNSHIP		
40	Mt. Carmel-Tobasco Road I	Roadway widening	Old SR 74 to Clough Pike
41	Clough Pike	Roadway widening	Glen Este-Withamsville Road to Mt. Carmel Tobasco Road
42	Aicholtz Road Extension	Roadway extension	Glen Este - Withamsville Road to Elick/Bach-Buxton Road
44	Heitman Lane Extension	Roadway extension	Elick Rd. to Olive Branch Stonelick Road
45	Bach-Buxton Road Interchange	New grade-separated interchange	West of Bach-Buxton Road/Elick Lane at SR 32
46	Eastgate Boulevard Extension	Roadway Extension	Ivy Pointe Boulevard to Clough Pike
	VILLAGE OF NEW RICHMOND		
72	Ohio River Trail	Bikeway construction	New Richmond area - Nine Mile Tobasco Road to CR 31

TIER THREE PROJECTS

Long-range projects that are typically complex to implement (fiscally, environmentally, etc.), and projects that are deemed necessary but as yet without an identified funding source.

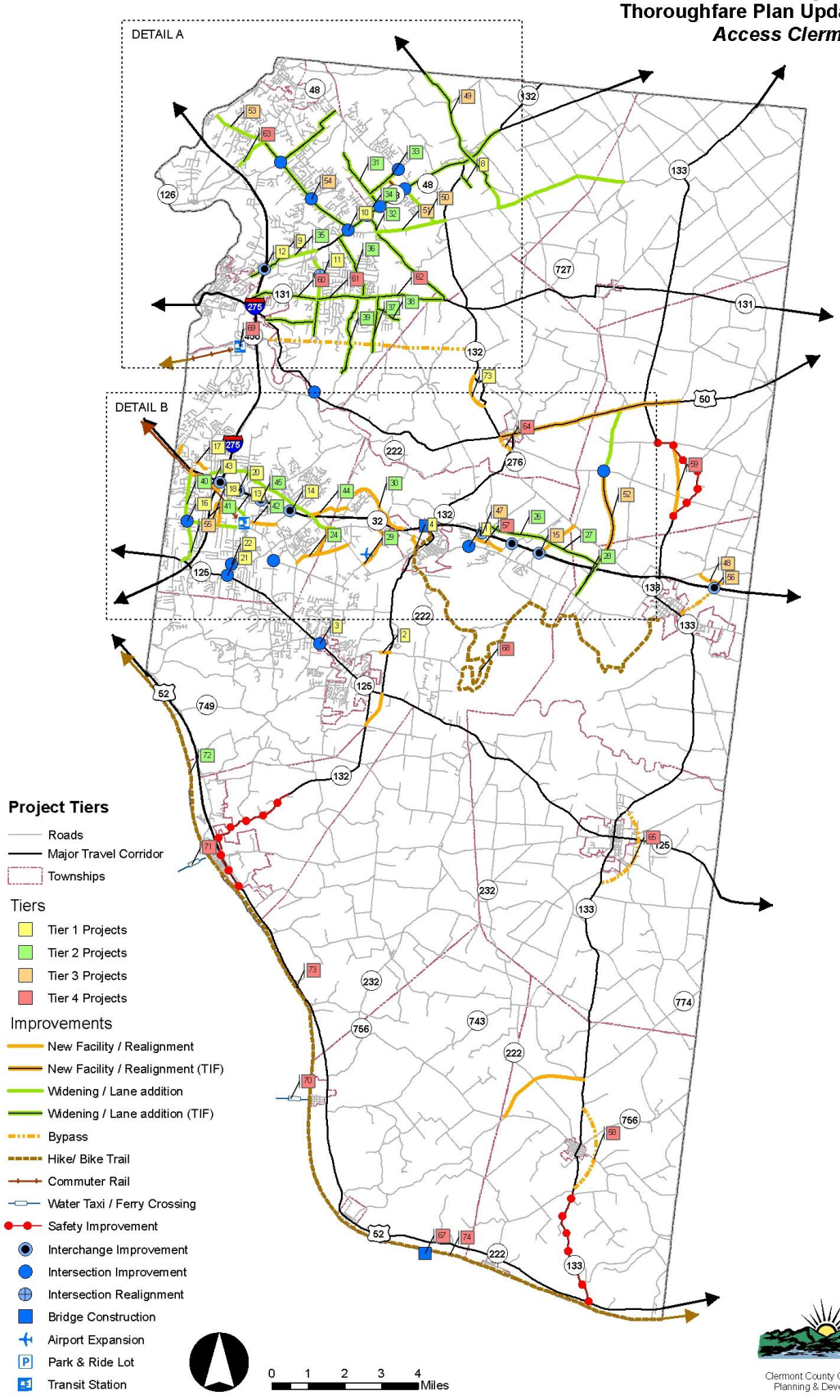
Map #	Community & Project	Proposed Improvement	Project Limits
	BATAVIA TOWNSHIP		
47	Herold Road /Bauer Road Area Interchange	Construct a grade-separated interchange	Herold Road/Bauer Road and SR 32
15	Batavia Road / SR 32	Interchange modifications	Batavia Road at SR 32
	GOSHEN TOWNSHIP		
49	Goshen Road	Roadway improvements	Warren Co. line to Goshen High School
50	Charles Snider Road	Roadway improvements	SR 28 to Woodville Pike
51	Woodville Pike	Roadway Improvements	Deerfield Road to SR 132
	JACKSON TOWNSHIP		
52	Half-Acre Road	New roadway facility	SR 276 to Jackson Pike
	MIAMI TOWNSHIP		
53	Branch Hill Guinea Pike	Roadway widening	Branch Hill - Loveland Road to Wards Corner Rd
54	Branch Hill Guinea Pike	Intersection improvement	Branch Hill Guinea Pike at Cook Road/Weber Road
	UNION TOWNSHIP		
55	Mt. Carmel-Tobasco Road Phase II	Roadway widening	Clough Pike to SR 125
	WILLIAMSBURG TOWNSHIP		
56	Dela Palma Road	New grade-separated interchange	Dela Palma Road at SR 32
48	SR 32 Frontage Road - IV	Establish new parallel frontage rd. on north side of SR 32	McKeever Pike to Dela Palma Road

TIER FOUR PROJECTS

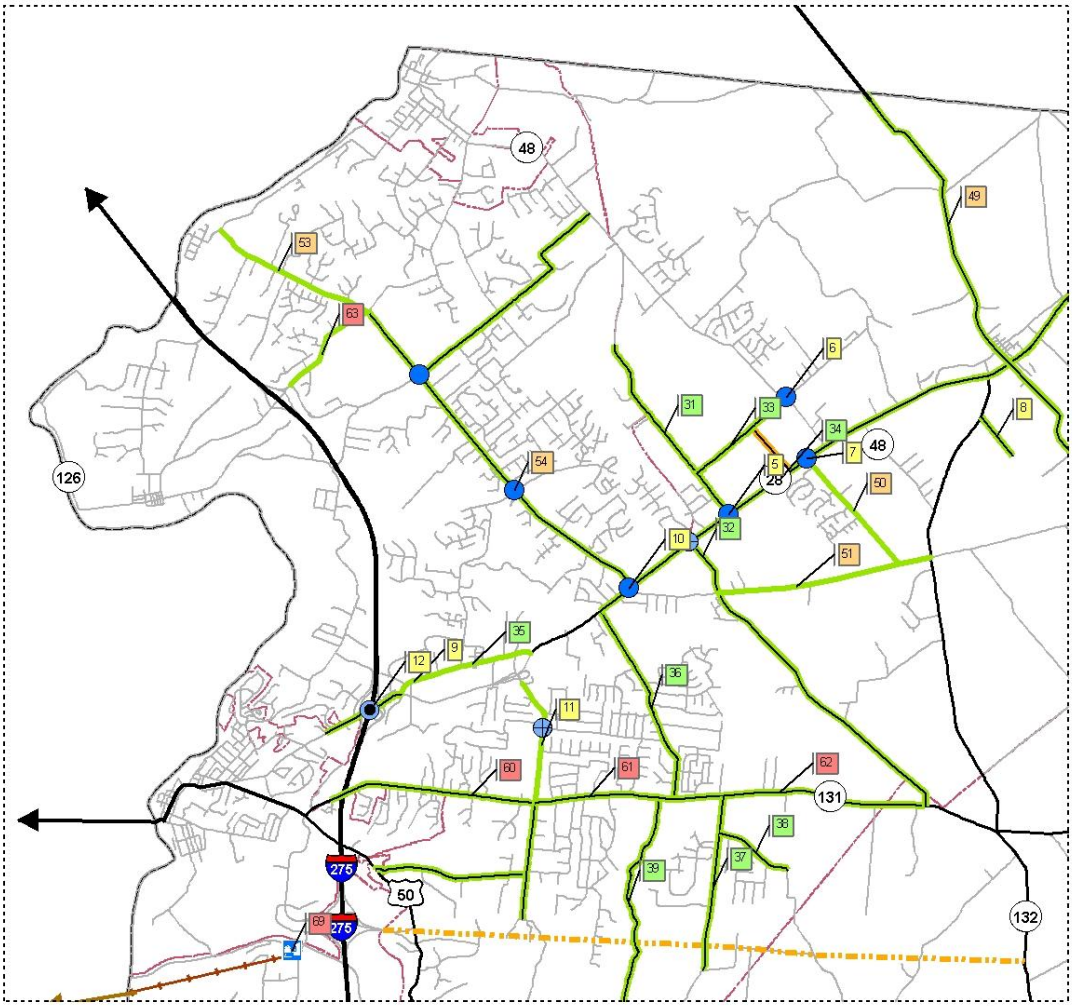
Projects or concepts that are part of a visionary plan for Clermont County.

Map #	Community & Project	Proposed Improvement	Project Limits
	BATAVIA TOWNSHIP		
57	Hospital Drive	Roadway relocation	Hospital vicinity to Brunk Road / Bauer Road
	FRANKLIN TOWNSHIP		
58	Felicity By-Pass	Feasibility study	East side of the Village of Felicity
	JACKSON TOWNSHIP		
59	SR 133	Roadway realignment	Jackson Pike to Blue Sky Park Road
	MIAMI TOWNSHIP		
60	SR 131	Roadway widening	US 50 to Wolfpen-Pleasant Hill Road
61	SR 131	Roadway widening	Wolfpen-Pleasant Hill Road to Buckwheat Road
62	SR 131	Roadway widening	Buckwheat Road to SR 132
63	Wards Corner Road	Roadway widening	Loveland - Miamiville Rd. to Branch Hill Guinea Pike
	STONELICK TOWNSHIP		
64	SR 132 Extension	Feasibility study	US 50 to SR 132
	TATE TOWNSHIP		
65	Bethel By-Pass	Feasibility study	West of the Village from CR 11 to Poplar Ridge Rd.
	UNION TOWNSHIP		
66	Eastgate Transit Hub	Feasibility study	Union Township government center
	WASHINGTON TOWNSHIP		
67	Meldahl Dam Bridge	Bridge deck retrofit feasibility study	US 52 to AA Highway
74	Ohio River Bikeway	Feasibility study	Village of Neville area – CR 91 to Brown County Line
	WILLIAMSBURG TOWNSHIP		
68	East Fork Hike/BikeTrail	Hike/bike trail - facility	Williamsburg to Batavia
	CITY OF MILFORD		
69	Rivers Edge Transit Center	Public transit bus hub / park & ride feasibility study	Rivers Edge Shopping Center area
	VILLAGE OF MOSCOW		
70	Ohio River water taxi / passenger ferry	Feasibility study	Village of Moscow, OH to Mentor, KY
73	Ohio River Bikeway	Feasibility study	Village of Moscow area – CR 31 to CR 91
	VILLAGE OF NEW RICHMOND		
71	Ohio River water taxi / passenger ferry	Feasibility study	New Richmond, Oh to New Richmond Station, KY

Official Clermont County 2006 Thoroughfare Plan Update:
Access Clermont



Official Clermont County 2006 Thoroughfare Plan Update:
Access Clermont



Detail A

- Roads
- Major Travel Corridor
- Townships

Tiers

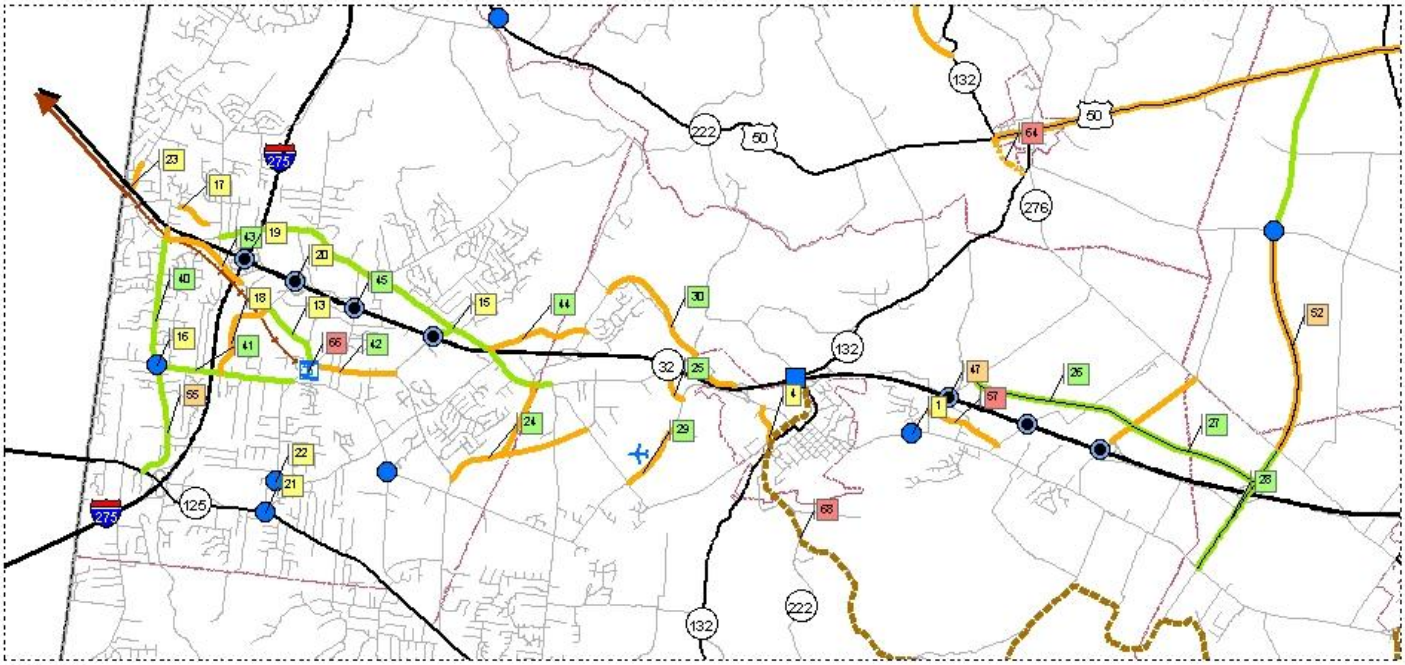
- Tier 1 Projects
- Tier 2 Projects
- Tier 3 Projects
- Tier 4 Projects

Improvements

- New Facility / Realignment
- New Facility / Realignment (TIF)
- Widening / Lane addition
- Widening / Lane addition (TIF)
- Bypass
- Hike/ Bike Trail
- Commuter Rail
- Water Taxi / Ferry Crossing
- Safety Improvement
- Interchange Improvement
- Intersection Improvement
- Intersection Realignment
- Bridge Construction
- Airport Expansion
- Park & Ride Lot
- Transit Station

Clermont County Community Planning & Development

**Official Clermont County 2006
Thoroughfare Plan Update:
*Access Clermont***



Detail B

- Roads
- Major Travel Corridor
- Townships

Tiers

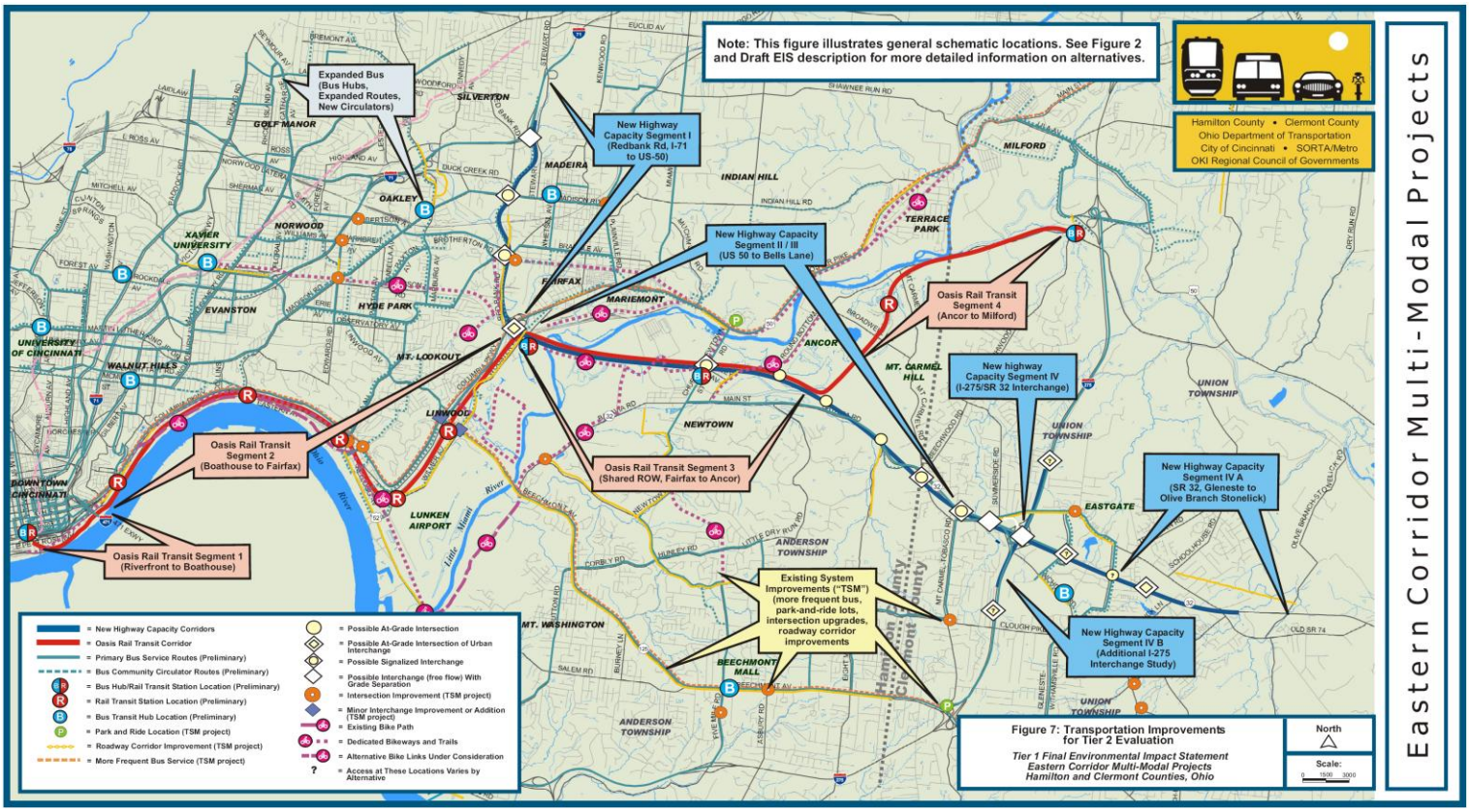
- Tier 1 Projects
- Tier 2 Projects
- Tier 3 Projects
- Tier 4 Projects

Improvements

- New Facility / Realignment
- New Facility / Realignment (TIF)
- Widening / Lane addition
- Widening / Lane addition (TIF)
- Bypass
- Hike/ Bike Trail
- Commuter Rail
- Water Taxi / Ferry Crossing
- Safety Improvement
- Interchange Improvement
- Intersection Improvement
- Intersection Realignment
- Bridge Construction
- Airport Expansion
- Park & Ride Lot
- Transit Station

0 0.5 1 1.5 2 Miles

Clermont County Community Planning & Development


Note: This figure illustrates general schematic locations. See Figure 2 and Draft EIS description for more detailed information on alternatives.
Hamilton County • Clermont County
Ohio Department of Transportation
City of Cincinnati • SORTA/Metro
OKI Regional Council of Governments
Eastern Corridor Multi-Modal Projects
Expanded Bus (Bus Hubs, Expanded Routes, New Circulators)
New Highway Capacity Segment I (Redbank Rd, I-71 to US-50)
New Highway Capacity Segment II / III (US 50 to Bells Lane)
Oasis Rail Transit Segment 4 (Ancor to Milford)
New highway Capacity Segment IV (I-275/SR 32 Interchange)
New Highway Capacity Segment IV A (SR 32, Gleneste to Olive Branch Stonelick)
New Highway Capacity Segment IV B (Additional I-275 Interchange Study)
Oasis Rail Transit Segment 1 (Riverfront to Boathouse)
Oasis Rail Transit Segment 2 (Boathouse to Fairfax)
Oasis Rail Transit Segment 3 (Shared ROW, Fairfax to Ancor)
Existing System Improvements ("TSM") (more frequent bus, park-and-ride lots, intersection upgrades, roadway corridor improvements
SILVERTON
GOLF MANOR
OAKLEY
MADEIRA
INDIAN HILL
MILFORD
TERRACE PARK
XAVIER UNIVERSITY
NORWOOD
EVANSTON
HYDE PARK
FAIRFAX
MARIEMONT
ANCOR
MT. LOOKOUT
MT. CARMEL
UNIVERSITY OF CINCINNATI
WALNUT HILLS
LINWOOD
NEWTOWN
UNION TOWNSHIP
DOWNTOWN CINCINNATI
LUNKEN AIRPORT
ANDERSON TOWNSHIP
EASTGATE
MT. WASHINGTON
BEECHMONT MALL
Figure 7: Transportation Improvements for Tier 2 Evaluation
Tier 1 Final Environmental Impact Statement
Eastern Corridor Multi-Modal Projects
Hamilton and Clermont Counties, Ohio
North
Scale:

THE NEXT STEPS

The Clermont County Department of Community Planning and Development, in cooperation with the Clermont County Engineer and the Clermont County Office of Economic Development will:

- Support the on-going involvement of the **Standing Thoroughfare Plan Technical and Community Advisors** to identify transportation improvement needs from local government, county department, and business community perspectives;

- Complete the development of and apply **Access Management Regulations** for the unincorporated communities of Clermont County including a permitting process to protect and preserve thoroughfare safety and efficiency based upon Ohio Revised Code 5552.01;

- Work with the Ohio Department of Transportation District 8 and Central Office to revise **Roadway Functional Classifications** in Clermont County to 1) reflect new frontage road and connector roadway cited in Project Tiers One through Four and 2) accurately create the Roadway Functional Classifications Map for the application of Access Management Regulations in Clermont County;

- Establish training and program development (through the OKI Rideshare Program) for local businesses committed to improving the quality of residential life by reducing traffic congestion and pollution by offering commuting options for their employees. These **Employer-Based Trip Reduction Programs** include vanpools, carpools, flextime and telecommuting;

- Develop a **Comprehensive Transit Plan** for Clermont County. Plan scenarios will include 1) fixed-route service extensions, demand-responsive paratransit services, point deviation services (a directional route operation with no predetermined stops), Eastern Corridor passenger rail services, water taxi and riverboat ferry operations 2) **transit-friendly land development** policies and zoning practices for local governments to consider 3) multi-modal passenger transfer locations and 4) centralized coordination of demand-responsive elderly and handicapped operations. This transit planning initiative will be a collaborative effort to include the Standing Thoroughfare Plan Technical and Community Advisors as well as representatives from OKI, METRO and the Clermont Transportation Connection;

- Coordinate efforts with the County Engineer, ODOT, and local government officials to implement **Transportation Systems Management (TSM)** program improvements listed in Project Tiers One through Four with particular attention to intersection alignments, interchange modifications, safety initiatives and synchronized traffic signal timing along SR 28, SR 32 and SR 125;

- Improve property access to enhance economic development opportunities countywide through **right-of-way notification and protection** efforts. Local governments and property owners will be advised of recommendations contained in the thoroughfare plan adopted by the Clermont County Planning Commission for new frontage roads, street realignments, new connector roadway segments and new by-pass facilities;

- Develop plan recommendations for the extension/improvement of existing roadways as well as the construction of new segments needed to significantly improve **north/south roadway connectivity** with SR 28, SR 32, US 50, SR 125 and US 52;

- Investigate the feasibility of establishing Ohio River **water-taxi, passenger ferry service and the vehicle bridge** retrofitting of the U.S Army Corps. Of Engineer's Meldahl Dam to provide an interstate roadway connection between the AA Highway interchange in Bracken County, Kentucky and US 52 in the Washington Township area of Clermont County;

- Promote the development of coordinated pedestrian and bicycle facilities and public awareness campaign that will enable children (kindergarten through eighth grade) to walk and bike to school safely. Utilizing the federally funded Safe Routes to Schools (SR2S) program, Clermont County, in association with the Ohio Department of Transportation and the OKI Regional Council of Governments, will work with local school boards in their application for design and construction funds to build sidewalks, traffic calming devices and bicycle facilities that connect neighborhoods with school campuses; and

- Amend the official project listing and improvement program needs on a Thoroughfare Plan quarterly and update the Thoroughfare Plan every five years.

APPENDICIES

ROADWAY FUNCTIONAL CLASSIFICATIONS

General Information

The Official Clermont County Thoroughfare Plan, updated from time to time, references Roadway Functional Classifications as set forth by the Ohio Department of Transportation (ODOT). ODOT Roadway Functional Classifications can be accessed on the internet at:

http://www.dot.state.oh.us/Divisions/TransSysDev/ProgramMgt/functionalclass/Pages/default.aspx

Functional Classification Map

The ODOT Office of Technical Services, GIS/Mapping Section produces the Functional Classification Map for Clermont County. All classifications are established by the ODOT Functional Classification Committee in conjunction with ODOT District 8 and various local government entities. The ODOT Functional Classification Map for Clermont County can be accessed on the internet at:

http://www.dot.state.oh.us/Divisions/TransSysDev/ProgramMgt/functionalclass/2004%20Rural%20County%20Maps/Clermont.pdf

Functional Classification of State and County Roads

The Functional Classification inventory files for Clermont County are organized by ODOT District 8. This inventory provides a complete listing of all public streets, roads, and highways in Clermont County that are Functionally Classified by ODOT. The ODOT Roadway Functional Classifications inventory can be accessed on the internet at:

http://www.dot.state.oh.us/Divisions/TransSysDev/ProgramMgt/functionalclass/Documents/2004FuncClass/District08/Clermont.pdf

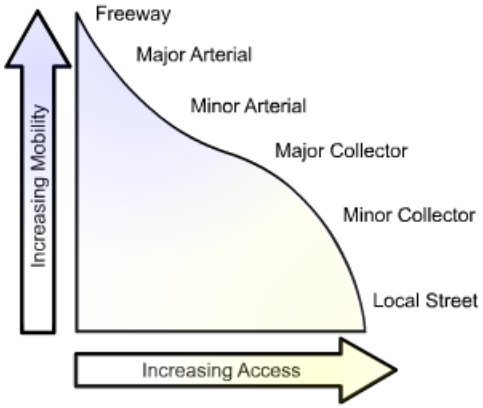
ACCESS MANAGEMENT

Access Management is the term used to describe techniques that control the access points on a particular roadway, usually a freeway or major arterial. The limiting of access points on roadways of these classifications is important to maintain safety, capacity, and flow of traffic. It seems common sense to most people why we don't place signalized intersections and a multitude of driveways on a major freeway. Allowing traffic to intersect and access the freeway in this manner creates obvious accident concerns and traffic delays which counter the concept of a freeway. Using ramp access to the freeway creates a much safer interchange which imposes the least impediment to traffic flow. While access management techniques seem second nature for major freeways, the same is not true for major arterials and commercial development. Unfettered driveway access along these avenues quickly creates chaotic traffic patterns, which descends into accidents and gridlock.

The roadway system is designed to move vehicles from place to place on a network of streets, roads, avenues, and freeways, all with hierarchical purpose. The *local street* is the lowest order and is meant to give access to individual properties. Local streets are designed for low traffic volumes and low speeds with high levels of driveway access spaced close together. The next level up is the *collector road*. These roads are meant to collect traffic from the local streets and move that traffic towards arterial roads or to other destinations in the immediate vicinity. Collector roads are designed for moderate volumes of traffic at moderate speeds, and allow for high levels of driveway access, but spaced farther apart than local streets. The next level up is the *arterial*. Arterials move traffic within a region as well as connect to freeways for travel to other regions. Arterials are designed to handle large volumes of traffic at moderate to high speeds, and should allow moderate to low levels of direct driveway access spaced very far apart which limits the disruption to through traffic. Arterials are the most problematic when it comes to access management because these roads usually start out as rural connectors running past farms and low density residential properties. As growth occurs, commercial and retail uses fill in at ever increasing densities and traffic levels compound. As properties are split, more driveways are added, and traffic increases. The roadway must be widened to accommodate the traffic, which then spurs more development. The through traffic battles the localized traffic as vehicles dart in and out of a myriad of driveways causing accidents mount as traffic flow grinds to a halt. Conversely, this conflict does not exist on freeways, as direct driveway access is forbidden by definition. Freeways are built to allow free flowing traffic between regions at very high rates of speed.

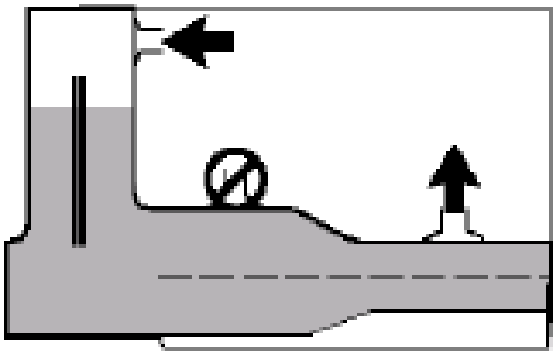
Principles of Access Management

Promote Proper Intersection Hierarchy – A proper network of roadways will move traffic quickly and efficiently. To do this, the appropriate intersection hierarchy must be followed. Connect freeways to arterials with interchanges that move the appropriate volumes of traffic. Connect collector streets to arterials with intersections that preserve the flow of through traffic on the arterial (using dedicated left turn lanes). Do not connect local streets directly to arterials.

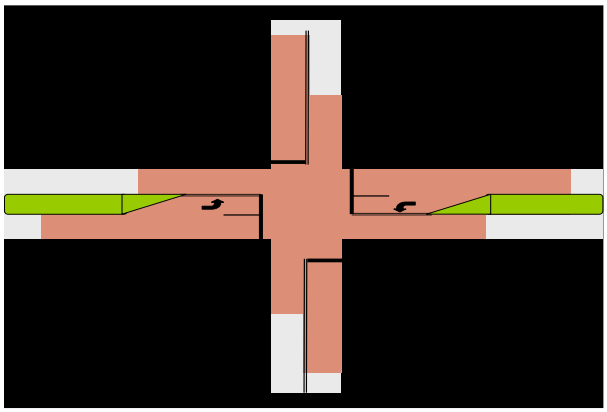


Federal Highway Administration

Place Driveways on the Adjacent Street that allows higher levels of access – For example, place the driveway access on a collector street, as opposed to an arterial road whenever possible. The collector street carries lower volumes of traffic at a slower pace and can accommodate the local traffic more conveniently and safely.

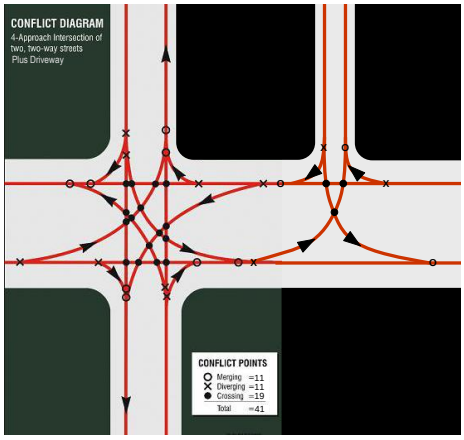


Preserve the functional area of intersections – It is very important to keep driveways out of the functional area of the intersection area where drivers are focused on negotiating possible turns, lane changes, and cross-traffic. Locating a driveway in this zone compounds the number of potential conflicts in an intersection and will add to the likelihood of increased accidents.



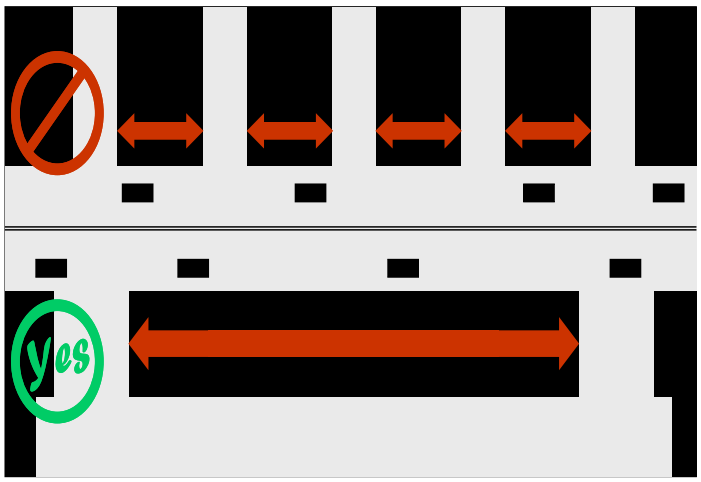
Andrew Meyer

Each 4 way intersection has 32 potential conflicts between vehicles, half of which are the more dangerous crossing-type of conflicts. If crosswalks are present at the intersection, the number of potential conflicts jumps to 56. Each driveway located inside the intersection's functional area adds 9 more potential conflicts for motorists to deal with, none of which are regulated by signals.



Andrew Meyer

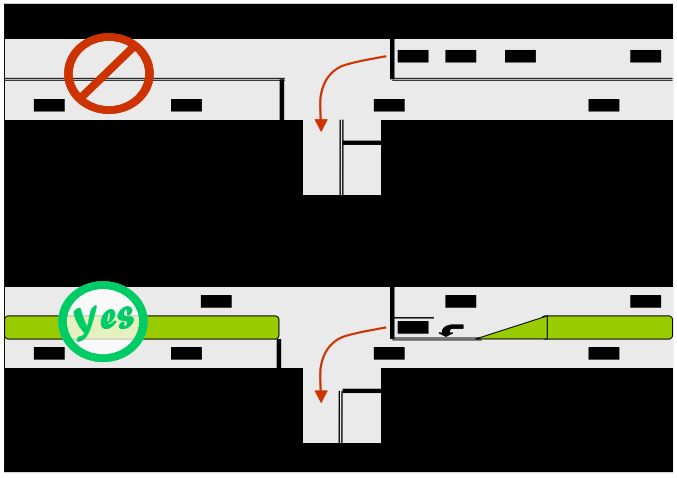
Separate and Consolidate Driveways – this limits diverging traffic and eliminates conflict points, which, in turn, lowers the likelihood of accidents.



Andrew Meyer

Separate turn movements from through movements, <u>ESPECIALLY</u> left turn movements – this allows for unimpeded through traffic, increased roadway capacity, and a reduction of rear-end accidents.

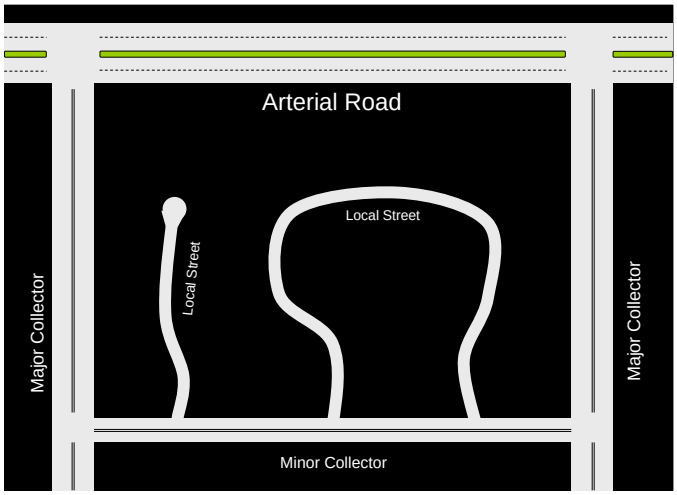
Develop a supportive network of local and collector streets – this distributes development in a more even fashion which also results in more even distribution of traffic patterns. Strip development forces <u>ALL</u> traffic, both local and through trips onto arterials, increasing congestion and accidents.



Andrew Meyer

Community Benefits of Access Management

Economic Development – Access Management improves business access by reducing traffic congestion and accidents. Less congestion means less hassle for consumers who will be more likely to patronize businesses in the area. Less traffic congestion means less wasted fuel due to traffic, more money in consumer's pockets, and less pollutants in the air. Access Management also promotes more efficient use of land, shared use of parking and driveways, and the sharing of the associated costs of such facilities.



Andrew Meyer

Sprawl Control – Access Management encourages tighter development in shopping centers and plazas, rather than individual business development in stand alone buildings with individualized driveways and parking lots.

Resident Safety – Less congestion and accidents mean a safer environment motorists and pedestrians.

Cost Reduction – Fewer accidents means less demand on police, fire, and rescue personnel.

Greenspace – Access Management techniques allow opportunities for greenspace and streetscaping. These amenities improve the image of the area and results in higher property values.

Safety Impacts of Access Management

A typical four lane road with a high level of access control can support 10,000 more cars per day, at higher speeds, with 35% to 50% fewer accidents than the same road with low levels of access control - Transportation Research Board, "Access Management Slows Incidence of Traffic Accidents" Public Works; February 1995, p. 39-41.

Generally, the doubling of the number of access points along any roadway results in a more than double increase in the accident rate for that stretch of road. (Source: Access Management for Kentucky. The Kentucky Transportation Center, University of Kentucky: Research Report KTC 04-05/SPR 251-01-1F)

Access Management's Affects on Businesses

Often, many business owners fear the imposition of access management techniques because they feel that they will loose customers. Business owners think that having to share driveway access with other businesses, or having to move their access to a side street reduces their visibility and makes it more difficult for their customers to access the business. While it is true that access management techniques place limitations on access to driveways in favor of through traffic on the arterial road; this improves the overall traffic flow in the area, which is more beneficial to customers as well as through traffic. It is not the minor inconvenience of having to make two turns instead of one to access a business that keeps customers away. Rather, it is the major inconvenience of battling gridlocked traffic to get to the business which will send customers elsewhere.

A report of the Texas Transportation Institute of the Texas A&M University System titled "A Methodology for Determining Economic Impacts of Raised Medians: Final Project Results" stated in part "When combining all business types together, the research found that business owners who were present before, during, and after the median installation felt that their regular customers would be likely to continue to use their businesses. In contrast, those businesses that were interviewed prior to the installation of the raised median thought their customers would be less likely to continue to use their businesses. Therefore, for the case studies investigated in this project, the perceptions appear worse than reality."

A report of the Florida Department of Transportation titled "Access Management Balancing Access and Mobility Answers to Your Questions" has various frequently asked questions including "Do access management projects harm businesses?" "What positive impacts will good access management have on my business?" and "Will customers make U-turns to access businesses?"

There was a project on Colerain Avenue in Colerain Township in Hamilton County Ohio that added a raised median barrier. We contacted Frank Birkenhauer, Assistant Administrator and Director of Development of Colerain Township. On April 19, 2005 he informed us that "we have had just under 20 million in new investment last year and we are on course with a current zone change to exceed $60 million this year. It is interesting to note that just south of Galbraith and Colerain (where the access management improvements stopped) there has been less than $600K in new investment. I believe this to be a significant difference in pre-post improvement investment." This indicates that not only was there not a negative impact due to the access management project, there was a positive impact. – The Ohio Department of Transportation.

Access Management Planning

In The Official Clermont County 2006 Thoroughfare Plan Update: *Access Clermont*, we seek to inform the community of the need for and benefits of Access Management. This chapter to the Thoroughfare Plan serves as a predicate to the undertaking of a countywide Access Management Plan by the County Engineer's Office. The formal design and implementation of an Access Management Study involves complex roadway design changes and regulations, necessitating the involvement of roadway engineers.

Access Management is an important strategy to improve the function of our roadway network in congested areas, as well to prevent future development from imposing negative effects on traffic flow in the community.

Sources

Access Management Balancing Access and Mobility Answers to Your Questions. Florida Department of Transportation (FDOT), found at: www.dot.state.fl.us/planning/systems/sm/accman/pdfs/ampromo3.pdf, accessed 2/22/2006

Access Management for Kentucky. The Kentucky Transportation Center, University of Kentucky: Research Report KTC 04-05/SPR 251-01-1F

Access Management Regulations Within the Unincorporated Areas of Hamiton County, Ohio. Hamilton County, Ohio Engineer's Office, January 1, 2005

Hamilton County, Ohio Engineer's Office www.hamiltoncountyohio.gov/Engineer/access_management.htm, accessed 2/15/1006

Transportation Research Board, www.accessmanagement.gov , accessed 2/15/2006

National Cooperative Highway Research Program (NCHRP) Report 548: A Guidebook for Including Access Management in Transportation Planning. October 2005

Michigan Department of Transportation (MDOT), www.michigan.gov/mdot/0,1607,7-151-9621_11041_29705---,00.html , accessed 2/15/2006

Vermont Department of Transportation (VDOT), www.vtaccessmanagement.info , accessed 2/15/2006

Ohio Department of Transportation (ODOT), www.dot.state.oh.us/dist1/planning/TrafficStudies/Access-Management.htm , accessed 2/22/2006

Kentucky Model Access Management Ordinance. Kentucky Transportation Cabinet (KYTC), October 2004

A Methodology for Determining Economic Impacts of Raised Medians: Final Project Results. Texas Transportation Institute, Texas A&M University, March 2001, found at: http://tti.tamu.edu/documents/3904-S.pdf, accessed 2/22/2006

FUNDING EXPECTATIONS AND FUNDING RESOURCES

As part of the Clermont County Official Thoroughfare Plan: *Access Clermont*, the costs of implementing highway, transit, para-transit, bicycle, and pedestrian facilities are compared with the funding expected to be available.

This plan considers capital costs and operation and maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system as well as the costs associated with the recommended improvements which are presented in this plan. It also projects revenues from all sources that will be available to pay for these improvements.

FUNDING EXPECTATIONS

Funding for transportation improvements is provided from federal, state, and local sources. Future funding levels expected for the 20 year planning period covering 2005 through 2025 were estimated based on past trends, and through consultation with the OKI Regional Council of Governments and the Ohio Department of Transportation (ODOT). The estimates are based on the best available data. Due to the nature of estimating future conditions, assumptions are necessary but are done with care in order to present the most reasonable scenario possible. Of an estimated **$4.55 billion** to be available in Ohio statewide over the next 20 years, **$1.19 billion** is expected to be available to Butler, Clermont, Hamilton, and Warren Counties to fund transportation improvements. Clermont County is expected to receive nearly 20 percent of this four-county funding pool for an estimated **$238.6 million**. Specific sources of these forecasted funds are presented in the table below.

Clermont County Transportation Funds
2005-2025

FUNDING CATEGORIES	AMOUNT
Operations and Maintenance	$102,600,595
Capacity Improvement	
Programmed TIP project values	$ 22,716,000
Dedicated TRAC project funding	$ 52,086,992
Balance of new capacity funding	$ 61,202,447
Total	**$238,606,034**

It is important to note that the funds identified in the Clermont County Transportation Funds table are, for the most part, funds that OKI, ODOT, and local governments receive on an on-going formula basis and are therefore repetitive and predictable. The table also includes an approximation of other additional funds that may reasonably be expected to become available on a competitive or discretionary basis, based on Clermont County's recent history in securing these types of funds.

***** Approach was used to estimate the amount of available funds for new capacity projects in Clermont County for the planning period 2005 to 2025 - Ohio statewide estimates of total transportation dollars were provide by ODOT's Office of Finance and Forecasting on a statewide basis for the years 2005 to 2015. OKI estimated the portion that is expected to come to southwest Ohio counties based on historical data and consultation with ODOT personnel. Once the regional revenues were identified, the proportion of operation and maintenance (O&M) funds versus capital (major new) funds were identified. The Transportation Review Advisory Council (TRAC) information supplied by ODOT was used as a basis for estimating these figures. Capital (major new) funds are considered applicable to new or expanded transportation infrastructure and/or programs. The value of programmed Transportation Improvement Program (TIP) projects is deducted from the available resources before new or expected projects are considered.

FUNDING RESOURCES

FEDERAL FUNDING PROGRAMS

A significant part of the funding flows into Clermont County from federal sources. This expectation is based on estimates of the region's share of funds from programs authorized and appropriated by Congress. The region's share of these federally funded programs is based on the assumption that current funding levels will be sustained each year through 2025. The Transportation Equity Act for the 21st Century (TEA-21) programs that provide funding for the region's transportation system is described below:

Interstate Maintenance

The Interstate Maintenance (IM) program finances projects to rehabilitate, restore and resurface the interstate system. Reconstruction is eligible if it does not add capacity. However, high-occupancy vehicle and auxiliary lanes can be added. The match rate for this program is 90% federal and 10% state or local. It is administered by the states.

National Highway System

The National Highway System (NHS) consists of 160,000 miles of the nation's major roads. It includes all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. The match rate is 80% federal, 20% state or local.

Surface Transportation Program
The Surface Transportation Program (STP) is a block grant type of program. Funds from this program may be used by the states and localities for any roads that are not functionally classified as local or rural minor collectors or for transit capital projects. Once the STP funds are distributed to the states, each state must allocate its funds as follows:

- Ten percent for safety construction activities, i.e., hazard elimination and rail highway crossings
- Ten percent for transportation enhancements, which encompass a broad range of environmentally related projects, including improvements for pedestrian and bicycle travel
- Twenty-five percent by population among each of its areas over 200,000 in population
- Twenty-five percent to the remaining areas of the state
- Thirty percent for discretionary use in any area of the state

The Congestion Mitigation and Air Quality Improvement Program (CM/AQ) provides funds for transportation projects in maintenance areas for ozone and carbon monoxide. These projects contribute to meeting the attainment of national ambient area air quality standards. The OKI region is eligible for these funds because of its designation as an ozone maintenance area. Transportation projects and programs are eligible for CM/AQ program funds if they are associated with documented emissions reductions and do not add to the existing roadway capacity.

Bridge Replacement and Rehabilitation Program
This program is authorized nationally for $16.1 billion. It enables the states to replace significant bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Forty percent of a state's bridge funds may be transferred to the NHS or the STP programs for purposes consistent with either program. The match rate is 80% federal, 20% state or local.

Federal Transit Administration Funding
The Section 5307 formula grant program makes funds available on the basis of a statutory formula to all urbanized areas in the country. Section 5307 funds may be used for highway projects in Transportation Management Areas (TMAs), all urbanized areas over 200,000, or any other area a governor requests if all needs related to the Americans with Disabilities Act are met, the Metropolitan Planning Organization (MPO) approves, and there is a balanced local approach to funding highways and transit.

For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance, such as replacing buses, as well as other projects. Operating assistance is capped at a percentage of the total Section 5307 apportionment for each urban area.

The FTA Section 5309 discretionary program is a potential funding source for the recommended rail transit system. Funds are split 40% for "new starts," 40% for rail modernization, and 20% for bus and other. The match rate is 80% federal, 20% state or local.

STATE AND LOCAL FUNDING SOURCES

Municipal Bridge Program

The Municipal Bridge Program (approximately $6 million annually in Ohio) provides funds for replacement and rehabilitation of bridges that carry vehicular traffic within municipalities. Bridges funded under this program must be at least twenty feet in length and may be on and off the federal-aid highway system. The match rate is 80% federal, 20% state or local and the funds may only be used for construction.

County Local Bridge Program

The County Local Bridge Program (approximately $24 million annually in Ohio) provides funds for bridge replacement and rehabilitation and is administered by the County Engineers Association of Ohio (CEAO). Generally, each county is limited to a $2.5 million program ceiling and funds are available only for construction purposes. The match rate is 80% federal with a 20% state or local match. Funding under this program may be permitted to 100% federal to the extent that toll revenue credits are available.

The County Surface Transportation Program (CSTP) provides funding for local highway and bridge projects and is administered by the County Engineers Association of Ohio (CEAO). ODOT provides federal CSTP funds to counties each year through the CEAO. Funds are available for projects on local roads functionally classified as major collectors, interstates, freeways and arterials, and bridge and safety projects on any local road. A portion of funds is also available for rural minor collectors. Funds may only be used for construction purposes. The match rate is 80% federal with a 20% state or local match. There is approximately $20 million per year available statewide in Ohio.

Major Bridge Program
The major bridge program funds the rehabilitation or replacement of an exceptionally large or unique structure that carries a state, U.S. or interstate route. Bridges that are eligible include all Ohio River bridges, all movable bridges, all continuous/cantilever trusses and all bridges greater than 1,000 feet long. Approximately $60 million annually is available in Ohio and is administered at the central office level of ODOT.

Safety Program
The Safety program is used to fund projects that improve the safety of Ohio's transportation system and may be on state routes (state highway, U.S. highway, interstate) or local routes (city street or county or township road). Funds are used primarily for construction, but strip right-of-way acquisitions are also funded. Funding may also be used for both roadway and traffic control improvements. Funding is approximately $29 million annually in Ohio and ODOT will fund up to a maximum of $1 million on a local project.

State Capital Improvements Program (SCIP)
The State Capital Improvements Program (SCIP) was created in 1987 and originally allowed the State of Ohio to use its general revenues as debt support and issue up to $120 million in bonds each year. The program was reauthorized in November 1995 by an amendment to Section 2M, Article VIII of the Ohio Constitution and continues through 2006 when the program will need to be reauthorized again. The reauthorization also increased the limit on ODOT bond issues for highways paid with gasoline tax revenues to $220 million a year.

Local Transportation Improvements Program (LTIP)
Both SCIP and LTIP funds are distributed for local government capital projects throughout Ohio on a competitive and population basis among 19 districts established by the Ohio Public Works Commission. Hamilton County is a district by itself (District 2). Butler, Clermont, and Warren counties are in a district that includes Clinton County (District 10). Funding estimates from these two programs are based on the assumption that they will be renewed when they expire.

Through the two programs, the Ohio Public Works Commission provides grants, loans and financing for local debt support and credit enhancement. Eligible projects include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems and solid waste disposal facilities.

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BOARD OF COUNTY COMMISSIONERS
CLERMONT COUNTY, OHIO

MARY C. WALKER ROBERT L. PROUD R. SCOTT CROSWELL III

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IN RE: DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT... ACKNOWLEDGEMENT OF RECEIPT OF THE 2006 AMENDMENT TO THE OFFICIAL CLERMONT COUNTY THOROUGHFARE PLAN UPDATE: ACCESS CLERMONT...97-0130-002...ACKNOWLEDGED

Moved by Mr. Proud, seconded by Mrs. Walker, that the Board of County Commissioners approve the following recommendation:

Recommendation of Raymond Sebastian, Chief Building Official, Building Inspection Department, with the concurrence of David L. Spinney, County Administrator, that the Board of Clermont County Commissioners acknowledge receipt of the 2006 Amendment to the Official Clermont County Thoroughfare Plan Update: Access Clermont (originally dated December 1996 and subsequently amended by the Clermont County Planning Commission on 06/28/05), as adopted by the Clermont County Planning Commission on 04/25/06, which amends the Official Thoroughfare Plan to include seventy-three (73) projected capital improvements.

Upon roll call on the foregoing motion, the vote was as follows:

Mr. Proud, Yea; Mrs. Walker, Yes; Mr. Croswell, Absent.

I, Judith Kocica, Clerk of the Board of the Clermont County Commissioners, do hereby Certify the above to be a true and exact excerpt from the minutes of the Regular Session of the Board of County Commissioners, Clermont County, Ohio, on ***June 7, 2006.***

ATTEST:

Judith Kocica

Judith Kocica, Clerk of the Board
June 19, 2006

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